



KENTUCKY TRANSPORTATION CENTER

**ANALYSIS OF TRAFFIC  
CRASH DATA IN KENTUCKY  
(2002 - 2006)**



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**Research Report  
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**ANALYSIS OF TRAFFIC CRASH DATA  
IN KENTUCKY (2002 - 2006)**

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## **EXECUTIVE SUMMARY**

This report documents an analysis of traffic crash data in Kentucky for the years of 2002 through 2006. A primary objective of this study was to determine average crash statistics for Kentucky highways. Average and critical numbers and rates of crashes were calculated for various types of highways in rural and urban areas. These data can be used in Kentucky's procedure to identify locations that have abnormal rates or numbers of crashes.

The other primary objective of this study was to provide data that can be used in the preparation of the problem identification portion of Kentucky's Annual Highway Safety Plan. County and city crash statistics were analyzed. A summary of results and recommendations in several problem identification areas is presented. These general areas include; alcohol involvement, occupant protection, speed, teenage drivers, pedestrians, bicycles, motorcycles, trucks, and vehicle defects. Other areas included in the analysis for which specific recommendations were not made include drug involvement, school bus crashes, and train crashes.

The crash data are now contained in the Collision Report Analysis for Safer Highways (CRASH) data base. This data base is updated daily so the number of crashes in a given calendar year will continue to change for a substantial time after the end of that year.



## **1.0 INTRODUCTION**

Annual reports have previously been prepared since 1978 dealing with the calculation of statewide traffic crash rates for Kentucky and preparation of the problem identification portion of Kentucky's Annual Highway Safety Plan. This is the 21<sup>st</sup> report providing a combination of those two report areas. Traffic crash data for the five-year period of 2002 through 2006 were used in the preparation of this report.

Kentucky has a systematic procedure to identify locations that have had abnormal rates or numbers of traffic crashes. However, before that procedure may be utilized, average crash rates and numbers must be determined for appropriate highway categories and for rural and urban areas. A primary objective of this study was to determine average traffic crash statistics for Kentucky. Those statistics may then be used in the high-crash location identification program to identify locations that should be investigated to determine whether changes should be made.

A highway safety program is prepared each year for Kentucky in order to comply with Section 402, Title 23 of the United States Code. This program includes the identification, programming, budgeting, and evaluation of safety projects with the objective of reducing the number and severity of traffic crashes. The second major objective of this report is to provide data that may be included as the problem identification portion of Kentucky's Annual Highway Safety Plan. Results from this report are used to provide benchmark data for that process.

## **2.0 PROCEDURE**

Crash and volume databases were used to obtain traffic crash statistics. Traffic crash data have been maintained in a computer file containing all police-reported crashes. The crash report was changed in 2000 with the data now contained in the Collision Report Analysis for Safer Highways (CRASH) database. The computer files and data base were obtained from the Kentucky State Police (KSP). All police agencies in the state are required to send traffic crash reports to the KSP.

Parking lot crashes were not included in the computer file from 1994 through 1999. Parking lot crashes are now contained in the CRASH data base but they were excluded from the analysis to maintain consistency with previous years. Crashes coded as occurring on private property were also excluded from the data for 2002 through 2006 so it would be consistent with other reports. All crashes included in the analysis occurred on a public highway. It should be noted that this data base is updated daily so the number of crashes in a given calendar year will continue to change for a substantial time after the end of that year. This would result in numbers in the tables in this report being less than those contained in the current CRASH database. Summaries were prepared from an analysis of the crash data from the CRASH database for 2002 through 2006.

Volume data, along with other data describing highway characteristics such as number of lanes, were obtained from a computer file containing roadway characteristics data for all state-

maintained highways. This information is obtained from the Highway Performance Monitoring System (HPMS) file. Data for a five-year period of 2002 through 2006 were obtained from this file. The HPMS file was used to obtain the roadway information needed to compute crash rates as a function of various roadway characteristics such as number of lanes.

A computer program using both crash data from the crash data base and roadway characteristics information from the HPMS file was used to calculate rates for the state-maintained system. A separate computer program was used to obtain additional summaries of various crash variables with this program using all reported traffic crashes (excluding parking lots and private property).

Rates were calculated for: 1) state-maintained roads having known traffic volumes, route numbers, and mileposts and 2) all public streets and highways on and off the state-maintained system. Rates were provided in terms of crashes per 100 million vehicle-miles (C/100 MVM) where traffic volumes could be determined. Population was used as the measure of exposure in instances where traffic volume data were not available to use as the exposure measure. Population data from the 2000 census were used.

In addition to average rates, critical rates and numbers of crashes are required for the high-crash location program. Both types of rates were calculated. The following formula (Equation 1) was used to calculate critical crash rates.

$$C_c = C_a + K(\text{sqrt}(C_a/M)) + 1/(2M) \quad (1)$$

in which

$C_c$  = critical crash rate

$C_a$  = average crash rate

sqrt = square root

$K$  = constant related to level of statistical significance selected (a probability of 0.995 was used wherein  $K = 2.576$ )

$M$  = exposure (for sections,  $M$  was in terms of 100 million vehicle-miles (100 MVM); for spots,  $M$  was in terms of million vehicles)

To determine the critical number of crashes, the following formula (Equation 2) was used.

$$N_c = N_a + K(\text{sqrt}(N_a)) + 0.5 \quad (2)$$

in which

$N_c$  = critical number of crashes

$N_a$  = average number of crashes

There are highway safety problem areas (standards) identified by the National Highway Traffic Safety Administration. Problem areas that have been identified for emphasis include alcohol and occupant protection. To identify problems in these areas, as well as other "highway standard" areas, the analyses focused on the following.

1. Statewide Crash Rates
2. County Crash Statistics
3. City Crash Statistics
4. Alcohol- and Drug-Related Crashes
5. Occupant Protection
6. Speed-Related Crashes
7. Teenage Drivers
8. Pedestrian Crashes
9. Bicycle Crashes
10. Motorcycle Crashes
11. School Bus Crashes
12. Truck Crashes
13. Train Crashes
14. Vehicle Defects
15. General Trend Analysis

### **3.0 STATEWIDE CRASH RATES**

All of the rates referred to in this section apply to state-maintained roads having known traffic volumes, route numbers, and mileposts. Crash rates are given in terms of crashes per 100 million vehicle-miles (C/100 MVM). Using the HPMS file results in over 28,000 miles being included in this category. This compares to over 80,000 miles of public roads in Kentucky. While only approximately 35 percent of the total miles are state-maintained, in 2006 these roads accounted for approximately 90 percent of the vehicle miles traveled and 60 percent of the crashes on public roads. The percentage of identified crashes (using county, route, and milepoint) in 2004 and 2005 was less than in previous years. This is primarily due the reduction in the number of crashes in Jefferson County which could be identified as occurring on a state-maintained road. The crash rate on the state-maintained system is dramatically less than on the non-state maintained system. A major reason for the higher crash rate on roads not included in the analysis of the state-maintained system is the large number of crashes that occurred on state-maintained roadways but were not provided with the information necessary to be assigned to a specific location on a roadway. These crashes could not be included in the crash total assigned to the state-maintained category. There is a need to improve the procedure for placing route and milepoint information on the crash report and this need has been addressed as part of the CRASH process started in 2000 that included placing GPS data on the report.

A comparison of 2002 through 2006 crash statistics on streets and highways having known traffic volumes, route numbers, and mileposts is shown in Table 1. The number of total crashes on the state-maintained road system was higher in 2006 compared to the average of the previous four years. The variance over the last 5 years can be largely attributed to the

inconsistencies in reporting locations on the crash reports. Particularly, milepost and route number data were omitted from a large number of their reported crashes in 2004 and 2005 in Jefferson County. The overall crash rate in 2006 was 200 crashes per 100 million vehicle-miles (C/100 MVM). The crash rates for the previous four years varied from 177 to 201 C/100 MVM.

The fatal crash rate showed a very slight increase (0.6 percent) in 2006 compared to the previous four-year average. The fatal crash rate ranged from 1.57 C/100MVM in 2002 to 1.73 C/100MVM in 2004. The injury crash rate decreased by 2.0 percent in 2006 compared to the previous four-year average. The injury crash rate of 45 C/100MVM in 2005 was the lowest during the five years. The injury crash rate has remained fairly stable for the five-year period with the range from 45 to 54 C/100MVM.

An analysis of statewide crash rates as a function of several variables, such as highway system classification, was conducted. Also included is information concerning the percentage of crashes occurring for various road conditions and during darkness. Results of this analysis are presented in APPENDIX A.

Crash rates required to implement the high-crash spot-improvement program in Kentucky are average rural and urban rates by highway type. The current classification uses the number of lanes with an additional separation of four-lane highways (non-interstate or parkway) into divided and undivided categories. Interstates and parkways are classified separately. Rates for rural highways for the five-year period (2002 through 2006) are listed in Table 2. The rates for urban highways are listed in Table 3. Highways were placed into either the rural or urban category based upon the rural-urban designation denoted on the HPMS file. For sections having a volume, route, and milepost, the rural or urban and highway type classifications were determined. The crash could not be used in this analysis if the county and route were given but the milepoint was not noted. The number of crashes for each section was then obtained from the crash file. The total crash rate (crashes per 100 million vehicle-miles), as well as injury and fatal crash rates, was calculated.

On rural highways, four-lane undivided highways have the highest rate for all crashes (Table 2) followed closely by two-lane highways (this excludes one-lane roads due to such a small sample of only 88 miles). Two-lane highways have the highest injury crash rate (excluding one-lane roads). The fatal crash rate on two-lane highways is substantially higher than the other road types. Interstates and parkways have the lowest fatal crash rates (excluding one-lane roads). The advantage of median-separated highways is shown when comparing the crash rates for four-lane divided (non-interstate or parkway) and four-lane undivided highways. The overall crash rate for a non-interstate or parkway divided highway (which would not typically have access control) is about 53 percent less than for an undivided highway, although the average daily traffic was fairly similar.

On urban highways, the highest overall crash rates are on four-lane undivided and three-lane highways (Table 3). The same two highway types also have the highest injury and fatal crash rates. The lowest overall crash rate and injury crash rate are on interstates and parkways. Interstates have the lowest fatal crash rate which is substantially below that for parkways.

Tables 2 and 3 show that the overall total crash rate on urban highways is 48 percent higher than that on rural highways. Also, the injury rate on urban highways is 4 percent lower than that for rural highways. However, the fatal crash rate on urban highways is only 35 percent of that for rural highways. This is due to the slower travel speeds and the higher traffic volumes in urban areas.

Variations in crash rates by rural and urban highway-type classifications over the five-year period are listed in Table 4. There was a decrease in the overall crash rate in rural areas (8.3 percent) compared to a large increase in urban areas (20.4 percent). Only a small percentage (about 13 percent) of state-maintained mileage is classified as urban. The rates generally fluctuated more for the highway types that had only a small number of miles.

Trends in overall crash rates representative of rural and urban areas are shown graphically in Figure 1 for the five-year period of 2002 through 2006. In addition, trends in crash rates for types of highways are shown for rural highways (Figure 2) and urban highways (Figure 3). These rates apply to state-maintained roads having known traffic volumes, route numbers, and mileposts. Not all highway types are shown on Figures 2 and 3 due to low mileages for some highway types.

Average rates listed in Tables 2 and 3 may be used to determine critical crash rates for sections of highway of various lengths. In addition to highway sections, Kentucky's high-crash location procedure uses highway "spots", defined as having a length of 0.3 or 0.1 mile. The highway "spot" represents a specific identifiable point on a highway. Statewide crash rates for "spots", by highway-type classification, are listed in Table 5 using 2002 through 2006 data.

The first step in Kentucky's procedure for identifying high-crash locations involves identifying "spots" and sections that have more than the critical numbers of crashes. Then, the crash rates for those locations are compared to critical crash rates. Statewide averages and critical numbers of crashes for 0.3-mile "spots" and one-mile sections by highway-type classification are presented in Table 6 for 2002 through 2006. Critical numbers of crashes, such as those listed in Table 6, are used to establish the "number of crashes" criterion for determining the initial list of potential high-crash locations. For example, six crashes in this time period would be the critical number of crashes for a 0.3 mile "spot" on a rural, two-lane highway.

The numbers and rates presented in Tables 2, 3, 5, and 6 could be calculated for various numbers of years. A three-year period is used in some analyses. The data shown in those tables were calculated for a three-year period (2004-2006) with the results shown in APPENDIX B. Data for 0.1 mile "spots" are also given in that appendix.

Critical numbers of crashes for various section lengths were determined for each highway type using Equation 2 on page 2 of this report. Results are presented in the tables found in APPENDIX C. Section lengths up to 20 miles for rural roads and up to 10 miles for urban roads are included. The critical numbers of crashes given in this appendix are for the five-year period of 2002 through 2006.

After the initial list of locations meeting the critical number criterion is compiled, comparisons between crash rates for those locations and critical crash rates are made. Critical rate tables for highway sections for the five-year period of 2002 through 2006 are presented in APPENDIX D. Critical crash rates for the various rural and urban highways were determined as a function of section length and traffic volume (AADT). The rates are listed in units of crashes per 100 MVM and were calculated using Equation 1 on page 2 of this report.

Critical rate tables for 0.3 mile "spots" are contained in APPENDIX E. Those rates are presented in units of crashes per million vehicles and also were determined using Equation 1. These rates are for the five-year period of 2002 through 2006.

#### **4.0 COUNTY CRASH STATISTICS**

Crash rates were calculated for each county considering 1) only the state-maintained system and 2) all roads within the county. The crash rates are presented in terms of C/100 MVM (crashes per 100 million vehicle miles). Total crash rates were calculated for both categories. Also, using all roads in the county, crash rates were calculated considering fatal crashes only and fatal-or-injury crashes only. Those rates are presented in Table 7. The numbers given represent the crashes reported by the various police agencies in each county. If any agency does not report all of the crashes they investigate, the number of crashes listed in that county will be lower than the actual number that occurred. Total miles traveled in each county were determined by combining miles traveled on roads having known traffic volumes with those having no recorded volumes. The HPMS file was used to tabulate vehicle-miles traveled by county on roads having traffic volume counts. The difference between the statewide total of vehicle-miles traveled on roads having known traffic volumes (provided by the Kentucky Transportation Cabinet) compared to the total estimated miles driven in the state was then distributed to each county. The distribution was based upon the percentage of registered vehicles in each county. The total miles driven in each county was then obtained by adding the known miles driven on the state-maintained highway system and the estimated miles driven on the remaining streets and highways.

To assist in the analysis of county crash statistics, county populations were tabulated (in descending order) and presented in Table 8. The population data used were from the 2000 census. The counties were then grouped into five categories based upon population. Using crashes on all roads in the county, average and critical crash rates were calculated (Table 9). The total crash rate and injury-or-fatal crash rates generally increased as population increased while the fatal crash rate decreased with increased population. The critical crash rate was calculated using Equation 1. Critical rates (in terms of crashes per 100 million vehicle-miles) were calculated for total crashes, fatal crashes, and injury-or-fatal crashes. The numbers of counties having rates above critical in each population category were determined. The total number was 34 for total crashes (all roads), 44 for total crashes (state-maintained), 30 for injury-or-fatal crashes, and three for fatal crashes. There has been consistency over the past few years in the counties that have a critical rate. For example, 33 of the 34 counties determined to have a critical crash rate when total crashes were considered were also identified in the last year's report.

Table 10 contains the number of crashes and total crash rates for all counties grouped by population category (considering all roads in the county). Counties within each population category are listed in order of descending crash rate, with the critical rates identified with an asterisk.

Crash rates for each county were also calculated considering only the state-maintained system. Those rates, grouped by population category, are presented in Table 11. The rankings of counties in Tables 10 and 11 are similar. In four of the five population categories, the same county had the highest rate considering all roads or state-maintained roads. These counties are Crittenden County (in the under 10,000 population category), Pendleton County (in the 10,000 to 14,999 population category), Harrison County (in the 15,000 to 24,999 population category) and Jessamine (in the 25,000 to 50,000 population category). In the over 50,000 population category, Fayette County has the highest rate for all roads while Kenton County has the highest rate for the state-maintained system. When all roads are considered, Fayette and Daviess Counties have the highest rates in the state. When only state-maintained roads are considered, Jessamine and Harrison Counties have the highest rates in the state. Robertson and Lyon Counties, which are in the lowest population category, had the lowest rate in the state for all roads and Monroe, in the second lowest population category, had the lowest rate for state-maintained roads. Crash rates were higher when all roads were considered compared to rates for only the state-maintained system.

Using crashes on all roads in each county, injury or fatal crash rates are listed in Table 12 in descending order by population category. Counties having critical rates are identified with an asterisk. Counties having the highest rates for their population categories are Crittenden, Leslie, Breathitt, Perry, and Pike. Breathitt County has the highest rate in the state while Lyon County had the lowest rate.

Similar rates for fatal crashes are listed in Table 13. Counties having the highest fatal crash rates for their population categories are Owsley, Leslie, Breathitt, Letcher, and Pike and Pulaski. The highest rates are generally for the smallest counties where there would be more driving on two-lane rural roads, which have been found to have the highest fatal crash rate (Table 2). Breathitt, Pike, Pulaski and Laurel Counties are the only counties identified as having a critical fatal crash rate.

A summary of other miscellaneous crash data used in the problem identification process is presented by county in Table 14. This table includes the number of crashes by year for the last five years; percent change in the 2006 crash total from the previous four-year average; percentages of crashes involving alcohol, drugs, and speeding; percentage of fatal crashes; percentage of injury-or-fatal crashes; and percentage of drivers using safety belts.

## 5.0 CITY CRASH STATISTICS

Crash statistics were analyzed for cities by using the 2002 through 2006 crash data. The primary group of cities included in the analysis was those having a population over 2,500 that had a city code in the computer file allowing crash data to be summarized. Incorporated cities in Jefferson County, such as St. Matthews, Jeffersontown, and Shively, were included separately from Louisville. Therefore, for Louisville, only the population of the city area was included instead of a metropolitan area population.

Table 15 is a summary of crash rates for cities included in the 2000 census having populations of more than 2,500 where crash data could be related to the city for all five years. Crashes recorded as occurring in the city are included. However, crashes using the city as a reference but recorded as occurring any distance from the city were not included. Table 15 includes 117 cities. Rates in terms of C/100 MVM are listed for the state-maintained system while rates in terms of crashes per 1,000 population are listed using all streets in the city. The table notes the 10 cities where no data was available for the state-maintained system.

Additional statistics are listed in Table 16 for the 116 cities that had five years of crash data available for analysis. Rates for fatal crashes, pedestrian-motor vehicle crashes, bicycle-motor vehicle crashes, and motorcycle crashes are provided. Those rates are in terms of crashes per 10,000 population. Percentages of crashes involving speeding or alcohol are also listed.

Total crash rates for all cities listed in the 2000 census are summarized in APPENDIX F (Table F-1). A total of 414 cities were listed with a population in the census. Information included for the cities were population, number of crashes, and crash rate (crashes per 1,000 population). However, a city code was not available for several small cities and there was no data prior to 2000 for a few other cities. This resulted in data being available for 356 cities in Appendix F.

Crashes on the state-maintained system of highways within a city typically only accounted for a portion of all the crashes occurring within any city. Therefore, total crash rates, rather than on the state-maintained system, were used to determine critical crash rates for cities. Crash rates on the state-maintained system, by city and by population category, are shown in Table 17. The cities are listed in descending order by crash rate for each population category. The cities for which a match could not be obtained using a city code listed in the HPMS file would not be listed in Table 17. Lexington, Bowling Green, Newport, Shepherdsville, Ludlow, and Dry Ridge have the highest crash rate on state-maintained streets in their population category. Cities in the 1,000 to 2,499 population category are also included in this table. Therefore, this table provides data for 165 cities compared to the 116 cities in Table 16. The average crash rate for all cities in a category is also listed. The overall rates are highest for cities in the population category between 10,000 and 19,999. The lowest overall rate is for the 1,000 to 2,499 population category. The large range in rates is related in part to the detail of reporting. For example, the higher rate in Lexington compared to Louisville resulted from the Louisville police not reporting the state route number in several cases and the non-reporting of many property damage only crashes.

Total crash rates for cities by population category are listed in Table 18. They are tabulated in order of descending crash rates by population category and critical rates are identified with an asterisk. The order of rates for cities is very different in Table 18 compared to Table 17. Twenty-four cities were identified as having total crash rates above critical. Louisville, Florence, Somerset, London, and Crestview Hills have the highest total crash rates in their respective population ranges. Fatal crash rates, by city and population category, are listed in Table 19. They also are tabulated in order of descending fatal crash rates by population category. Louisville, Hopkinsville, Somerset, Pikeville, and Prestonsburg have the highest fatal crash rates in their respective population ranges with no city identified as having a critical fatal crash rate. Prestonsburg has the highest rate overall.

## **6.0 ALCOHOL- AND DRUG-RELATED CRASHES**

Alcohol- and drug-related crashes continue to be one of the highest priority problem identification areas (in Kentucky and across the nation) and considerable emphasis is being placed on programs to impact those problems. In Kentucky, the number of traffic crashes in which alcohol was listed as a contributing factor on the crash report has averaged about 5,571 per year for the past five years. Alcohol-related fatalities have averaged 196 per year during the past five years (using Fatal Analysis Reporting System data). Using the number of fatalities and injuries in alcohol-related crashes, the estimated cost of alcohol-related crashes in Kentucky in 2006 varied from about \$303 million using economic cost data up to about \$954 million using comprehensive cost data from the National Safety Council.

The number of alcohol-related crashes has generally decreased over the past several years. In the early 1980's, the annual number of alcohol crashes was over 10,000. This number decreased to the relatively constant level of approximately 7,700 to 8,100 from 1985 through 1990 with a gradual reduction to a low of 5,995 in 1994. The first yearly increase since 1990 occurred in 1995 (to 6,163). The number of alcohol-related crashes then decreased yearly through 1998 to 5,222. In 1999, there was a slight increase and a larger increase in 2000. In 2001, the decrease in alcohol-related crashes started again. The total decreased slightly in 2006 (to 5,360) which represents a 5 percent decrease compared to the previous four-year average. The number in 1998 (5,222) was the lowest number since this trend analysis was started in 1978. Alcohol-related crashes represented 4.3 percent of all crashes during the latest five-year period. The number of alcohol-related fatalities in 2006 (188) was lower than the previous four year average (198).

To identify alcohol-related crash problem areas, percentages of crashes involving alcohol were summarized for counties and cities as shown in Tables 20 and 21, respectively. In Table 20, the number and percentage of crashes involving alcohol were determined by considering all drivers and those less than 21 years of age. This allowed a separate analysis for young drivers. The counties are listed by county population group in order of descending percentages of alcohol crashes for all drivers. Counties in each population category having the highest percentage of crashes involving alcohol, considering all drivers, are Robertson, Owen, Casey, Letcher and Christian.

The information provided in Table 20 also may be used to determine the counties that have the highest percentages of crashes involving alcohol for young drivers by county population category. The counties identified as having the highest percentages of alcohol-related crashes, considering only young drivers, were not typically the same as those identified when all drivers were considered. For 16 through 20 years of age drivers, the county in each population category having the highest percentage of crashes involving alcohol are Robertson, Owen, Woodford, Floyd and Madison.

Table 21 is a summary of number and percentage of crashes involving alcohol for cities. For each population category, cities having the highest percentages of crashes involving alcohol are Lexington, Covington, Fort Thomas, Dayton, and Ludlow.

Additional analyses were performed to show the number and rate of alcohol convictions by county (Table 22). Rates are in terms of convictions per 1,000 licensed drivers and convictions per alcohol-related crash. Five years of conviction data (2002 through 2006) were used in the analysis. The data were obtained from records maintained by the Administrative Office of the Courts (AOC). Those same rates are presented in Table 23 with counties grouped by population ranges and rates are listed in order of descending percentages. Counties in each population group having the lowest rates of alcohol convictions per 1,000 licensed drivers are Trimble, Metcalfe, Wayne, Scott and Jefferson. Counties having the lowest rates of alcohol convictions per alcohol-related crash are Robertson, Owen, Mason, Oldham and Jefferson. Counties having low rates for either convictions per 1,000 licensed drivers or convictions per alcohol-related crash may be candidates for increased enforcement or other special programs (especially if they have a high percentage of alcohol-related crashes). Data in Table 22 show that, statewide, there has been a downward trend in the number of alcohol convictions during the five-year period from a low of 23,710 in 2005 to a high of 26,688 in 2002. The number of alcohol convictions in 2006 was 0.3 percent lower than the average of the previous four years.

A comparison was also made between the total alcohol filings, convictions, and non-convictions, by county, for the five years of 2002 through 2006 (Table 24). The data for "driving under the influence" filings and the results of the filings were obtained from the AOC. The statewide percentage of alcohol convictions per filing over these five years was 83.3 percent. The percentages varied from a low of 40.4 percent in Leslie County to a high of 91.8 percent in Shelby County. In previous years, the percentages would be affected by the overlapping effects of filings being made and convictions being prosecuted in different calendar years. However, the current procedure calculates conviction rate using those filings that are resolved with either a conviction or non-conviction in the same calendar year as the filing. The highest rates, in descending order, were found in Shelby, Fayette, and Henderson Counties. The lowest rates, in descending order, were found in Leslie and Clay Counties.

The counties are grouped by population category and are placed in decreasing order of conviction percentage by population category in Table 25. The average conviction percentage did not vary substantially by population category with a range of from 78.6 to 83.5 percent. Counties having the highest conviction percentages in the various population categories are

Cumberland, Green, Anderson, Shelby and Fayette. Counties having the lowest conviction percentages for the various population categories are Gallatin, Leslie, Clay, Knox and Bullitt.

A drunk-driving offense may be reduced to a charge of reckless driving. This could occur when a person is arrested for drunk driving because of erratic driving behavior, and then field sobriety or BAC tests fail to confirm the drunk-driving charge. In addition, the severity of the penalty for drunk driving could result in a reduction of the drunk-driving charge to reckless driving. For those reasons, it was determined that a summary of reckless driving convictions would be beneficial. Numbers of reckless driving convictions and the rate of convictions per 1,000 licensed drivers for each county are presented in Table 26. In the time period of 2002 through 2006, the highest number of convictions at 4,739 was in 2002. There has been a decrease in the number of reckless driving convictions since that year. The number in 2006 was a 2.8 percent decrease from the average number in the previous four years. The highest rates (convictions per 1,000 licensed drivers) occurred in Lyon, Gallatin, and Cumberland Counties. The lowest rates are in Green, Trimble, and Larue Counties.

Drugs continue to be listed as a contributing factor in a relatively small percentage of all crashes. The number of drug-related crashes (as noted as a contributing factor on the police report) increased at 1,351 in 2006 compared to the lowest number at 1,021 that occurred in 2003. When compared to the previous four-year average, drug crashes increased 17.0 percent. The number of drug-related fatal crashes increased dramatically by 39.1 percent in 2006 compared to the previous four-year average. There were 217 fatal drug-related crashes in 2006. The number of drug-related injury crashes increased by 6.6 percent in 2006 compared to the previous four-year average.

Percentages of crashes involving drugs (as noted by the investigating officer) by county and population category for all roads are presented in Table 27. Counties having the highest percentages of drug-related crashes by population category are: Owsley, Martin, Clay, Floyd, and Pike. The data in Table 27 show most of the counties with the highest percentages are in southeastern Kentucky. The highest percentages of this type of crash are in Magoffin, Martin, Pike, Clay, Johnson, Leslie, and Owsley counties.

Another summary was prepared to show percentages of crashes involving drugs by city population categories (Table 28). Within each population category, cities having the highest percentages of drug-related crashes were Lexington and Louisville, Henderson, Middlesboro, Pikeville, and Paintsville and Calvert City.

## **7.0 OCCUPANT PROTECTION**

The percentages of drivers of passenger cars involved in traffic crashes that were reported as wearing safety belts (listed by county) have been used to compare usage rates. However, it was known that these reported rates were much higher than found in observation surveys. For the first time, observation surveys were taken in each county in 2004 by the Area Development Districts. These rates (for 2006) for each county were reported in Table 14. Those same percentages are listed in descending order by county population category in Table 29. The

rates varied from a high of 83.0 percent in Oldham County to a low of 40.1 percent in Monroe County. The data shows that 26 counties had a usage rate over 70 percent while 18 counties had a rate under 50 percent.

It should be noted that the first statewide safety belt law (with secondary enforcement) was passed with an effective date in July 1994. The law was changed to allow primary enforcement with an effective date of July 2006. Prior to the statewide laws, local ordinances had been enacted by several cities and counties. The first such ordinances were enacted in Fayette County effective July 1, 1990 and in the city of Louisville effective July 1, 1991. Similar ordinances were adopted in Jefferson County, Murray, Kenton County, Bowling Green, Corbin, Bardstown, and Midway. Observational surveys conducted since the enactment of the local ordinances and statewide law have demonstrated their effectiveness in increasing usage rates.

Even though a statewide safety belt law has been passed, there is a need for continued promotion and enforcement of the law. Counties having the potential for intensive promotional campaigns are identified by an asterisk in Table 29. Those sixteen counties were selected on the basis of their safety belt usage rate (as determined by the surveys taken by the Area Development Districts (ADD)), crash rates, and location in the state. Counties having low usage rates were identified with the criterion of selecting one county from within each of the 16 Kentucky State Police Posts' areas of jurisdiction. When possible, an attempt was made to select counties having high crash rates (either total crash rate or injury or fatal crash rate). Also, an attempt was made to select counties that had not been identified in the past couple of years.

The safety belt usage rates in 2006 (from the ADD survey) are presented in Table 30 as a function of county population. This table shows the higher usage percentages for counties having over 50,000 population. Counties in the over 50,000 population category had a usage rate about 11 percent higher than for counties in the under 10,000 population category.

Safety belts are recognized as an effective method of reducing the severity of injuries in traffic crashes. This is confirmed by data presented in Table 31. This table shows that, when a driver of a motor vehicle is wearing a safety belt at the time of a crash, the chance of being fatally injured is reduced by about 97 percent compared to not wearing a safety belt. Also, the chance of receiving an incapacitating injury is reduced by 87 percent and the chance of receiving a non-incapacitating injury is reduced by 75 percent. Safety belts will greatly decrease the possibility of injury in crashes involving large deceleration forces, but some injury or complaint of soreness or discomfort may persist. In many instances, use of seat belts will reduce a severe injury to a less severe injury. The category of "possible injury", which involves a complaint of pain without visible signs of injury, decreased only 55 percent (from 13.41 percent for drivers not wearing safety belts to 6.07 percent for drivers wearing safety belts). The chance of receiving either a fatal or incapacitating injury was reduced by 90 percent. These percentages are high when compared to national statistics concerning the effectiveness of safety belts in reducing fatal or serious injuries. The reason would probably be related to the over reporting of seat belt usage in traffic crashes. This would occur more often for drivers who were not injured where there was no physical evidence of whether they were wearing a seat belt.

A summary of usage and effectiveness of child safety seats for children under the age of four who were involved in traffic crashes is presented in Table 32. Data are for 2002 through 2006. Age categories in the crash file governed the age category that was used. Most children three years of age or younger would be placed in a child safety seat rather than a seat belt or harness. However, many were coded as wearing a safety belt, so the categories of restraint used were 1) none, 2) safety belt or harness, 3) child safety seat, and 4) any restraint.

Of the 17 fatalities (children age three and under) occurring during the study period (2002-2006), 9 involved use of a restraint. The use of a restraint in over one-half of the fatalities would be related to the very high usage rate and possibly to improper usage. Also, of the 174 incapacitating injuries, 144 involved use of a restraint. A better measure of effectiveness would be the percentage sustaining a specific injury. This analysis revealed the percentages of fatalities and incapacitating and non-incapacitating injuries were much lower for children who were in a child safety seat or safety belt compared to those using no restraint. Comparison of the "any restraint" and "none" categories revealed there was a 98-percent reduction in fatalities for children in restraints, an 91-percent reduction in incapacitating injuries, a 81-percent reduction in non-incapacitating injuries, and a 67-percent reduction in possible injuries.

An analysis of the percentage of children in restraints revealed the percentage was higher in the rear seat than in the front seat. A comparison of percent usage by year shows the constant very high usage rate. The most recent usage rate using the crash data was 98 percent in 2005. This usage rate was calculated by dividing the "any restraint" total by the sum of the "any restraint" and "none" categories from Table 32. This compares to the usage rate of 94 percent found in the 2006 observational survey.

## **8.0 SPEED-RELATED CRASHES**

Speed is one of the most common contributing factors in total crashes and fatal crashes. Speed-related crashes had remained fairly constant during the previous years. In 2006, the number of speed-related crashes was the lowest it has been since the inception of this report. In 2006, the number of speed-related crashes decreased by 12.2 percent compared to the previous four-year average. For the five-year period (2002-2006), speed-related crashes represented 6.8 percent of all crashes, 10.0 percent of injury crashes, and 26.1 percent of fatal crashes. The number of speed-related fatal crashes decreased by 12.2 percent in 2006 compared to the previous four-year average. The number of speed-related fatal crashes ranged from a high of 191 in 2005 to a low of 163 in 2003. The number of speed-related injury crashes decreased by 13.5 percent in 2006 compared to the previous four years. The number of speed-related injury crashes ranged from a high of 3,276 in 2002 to a low of 2,663 in 2006.

As a means of analyzing speed-related crashes, crashes having "unsafe speed" coded as a contributing factor were summarized by county and population category in Table 33. Starting in 2000, there were two codes indicating speed was a contributing factor. These codes are "exceeded stated speed limit" and "too fast for conditions." When arranged in order of decreasing percentages of speed-related crashes by population category, those counties having the highest percentages in each category are Gallatin and Carlisle, Morgan, McCreary, Franklin,

and Madison. A similar summary of crashes involving unsafe speeds for cities was prepared and is presented in Table 34. Those cities having the highest percentages in each population category are Lexington, Frankfort, Erlanger, Villa Hills, and Calvert City.

In addition to crash analysis, the other major area of analysis for unsafe speed was speed convictions. Areas having large percentages of crashes involving speeding and low conviction rates are candidates for increased enforcement. Table 35 presents a summary of speeding convictions by county. Numbers of speed convictions, speed convictions per 1,000 licensed drivers, and speeding convictions per speed-related crash are included. For the five-year period examined, the number of speeding convictions for the entire state ranged from a high of 87,181 in 2002 to a low of 78,944 in 2005.

To assist in identifying areas having the potential for increased enforcement, Table 36 was prepared with speeding conviction rates listed in descending order by county population categories. Within each population category, those counties having the lowest speeding conviction rates per 1,000 licensed drivers are Owsley, Martin, Knott, Perry, and Pike. The same counties were identified as having the lowest rates of speeding convictions per speed-related crash. There was a predominance of counties having high percentages of speed-related crashes and low rates of convictions in the southeastern section of Kentucky.

Speeds on various types of roads were obtained in 2007 prior to the implementation of an increase of speed limits on rural interstates and parkways from 65 to 70 mph. In addition to interstates and parkways, data were taken on rural four-lane roads and two-lane with full width shoulders. Summary of that data for cars and trucks (single unit and combination tractor trailer) are given in Tables 37 and 38, respectively. The average and 85<sup>th</sup> percentile speeds are given. The data show the speeds for trucks are less than that for cars. The 85<sup>th</sup> percentile speed is typically used to establish speed limits. The speed data show that the operating speed is above the posted speed limit on all road types.

## **9.0 TEENAGE DRIVERS**

A separate analysis was conducted to determine the frequency of crashes involving teenage drivers (16 to 19 years of age). A review of driver records show that teenage drivers account for approximately 6.0 percent of licensed drivers (including learner permits) in Kentucky. However, crash data show that teenage drivers are involved in a much higher percentage of traffic crashes. Using 2006 data, it was found that teenage drivers were involved in about 20 percent of all crashes, 21 percent of injury crashes, and 15 percent of fatal crashes. Teenage drivers (including drivers with a learner permit) are over represented by a factor of 3.3 in all crashes, 3.5 in injury crashes, and 2.5 in fatal crashes.

The involvement rate of teenage drivers compared to all drivers in total and fatal crashes was analyzed (using 2006 data). Considering all crashes on public highways, the rate was 43 crashes per 1,000 drivers for all drivers compared to 142 crashes per 1,000 drivers for teenage drivers. Considering fatal crashes, the rate was 28 fatal crashes per 100,000 drivers for

all drivers compared to 70 fatal crashes per 100,000 teenage drivers. These rates again show the over representation of teenage drivers in both total and fatal crashes.

## **10.0 GENERAL CRASH STATISTICS**

Several types of general statistics were developed for use in analyses of specific problem areas. Included were crash trends over a five-year period and several types of statistics for crashes involving pedestrians, bicycles, motorcycles, school buses, trucks, and trains.

### **10.1 CRASH TREND ANALYSIS**

An analysis of crash trends over the five-year period is summarized in Table 39. The crashes in 2006 were compared to an average of the preceding four years (2000-2004). There was a decrease in total crashes (2.6 percent) when comparing 2006 to the previous four years. It should be noted that crashes in parking lots were not included in the analysis.

The highest number of crashes on public roads occurred in 2004 (133,718) with the lowest number occurring in 2006 (127,252). The number of fatal crashes decreased by 1.8 percent and the number of fatalities decreased by 4.1 percent. The number of fatalities ranged from 913 in 2006 to 985 in 2005. The number of fatalities in 2005 was the highest in about 30 years. The number of injury crashes and injuries in 2006 was lower than the previous four-year average. There was a 10.1 percent decrease in injury crashes and a 11.1 percent decrease in injuries. The number of injuries varied from 41,044 in 2006 to 49,329 in 2002.

Vehicle-miles traveled has generally remained constant over the five-year period ranging from 46.868 billion miles in 2002 to 47.639 billion miles in 2006. The vehicle miles traveled in 2006 has increased slightly (1.2 percent) compared to the previous four-year average. There was a decrease in total crash rate in 2006 of 3.9 percent when compared to the previous four-year average. The total crash rate varied from a low of 267 C/100 MVM in 2006 to 283 C/100 MVM in 2004.

There were decreases in 2006 in the fatal crash rate (2.9 percent) and fatality crash rate (5.1 percent). The fatality crash rate in 2006 had the lowest rate in this five-year period with the highest in 2005.

There was a total of 649,830 crashes in the five-year period, of which 4,245 (0.7 percent) were fatal crashes and 149,696 (23.0 percent) were injury crashes. Those crashes resulted in 4,721 fatalities and 225,620 injuries. There is a large range used when estimating crash costs. Considering economic costs, an estimate for 2006 is \$2.1 billion for the cost of Kentucky traffic crashes (on public roads) or an average cost of \$16,700 per crash using National Safety Council estimates of motor vehicle crash cost. Similarly the comprehensive costs result in an estimate of \$6.0 billion for the cost of Kentucky traffic crashes or an average cost of \$47,300 per crash.

Trends in the number of specific types of crashes also are presented in Table 39. Those trends are discussed in the appropriate section dealing with that crash category. Additional general statistics compiled by county for crashes involving pedestrians, bicycles, motorcycles, school buses, and trucks are included in Table 40. Numbers of crashes and average annual crashes per 10,000 population were included.

## **10.2 PEDESTRIAN CRASHES**

The number of pedestrian crashes had a decrease of 1.1 percent in 2006 compared to the previous four year period. There has been a steady decrease in pedestrian crashes since 2000 ranging from 1,124 in 2000 to 909 in 2006. Pedestrian collisions are a severe type of crash. In 2006, pedestrian crashes accounted for only 0.7 percent of all crashes but 2.6 percent of injury crashes and 7.8 percent of fatal crashes. The number of injury crashes decreased by 1.6 percent in 2006 and the number of fatal crashes decreased by 1.9 percent in 2006 compared to the 2001 through 2004 average. Injury crashes ranged from 751 in 2005 to 788 in 2003 while fatal crashes ranged from 49 in 2004 to 57 in 2003.

A summary of pedestrian crash statistics by county and population category is presented in Table 41. Numbers of crashes and annual crash rates per 10,000 population are included. From the listing of crash rates in descending order, the following counties have the highest rates in each population category: Trimble, Carroll, Grayson, Henderson, and Jefferson. A similar analysis was performed for pedestrian crashes by city and population category. Results are summarized in Table 42 and the following cities have the highest rates in their respective population categories: Louisville, Covington, Newport, Leitchfield, and Ludlow. Newport, Louisville, Shively and Covington had higher rates than any other city.

## **10.3 BICYCLE CRASHES**

Numbers and rates of motor-vehicle crashes involving bicycles by county are listed in Table 43. Counties were grouped by population category. The counties having the highest crash rate in each category are Fulton and Trimble, Carroll, Simpson, Henderson, and Daviess. A similar summary was prepared for cities and the results are presented in Table 44. Cities having the highest rate of bicycle-related crashes in each population category are Louisville, Covington, Newport, Bellevue, and Morganfield.

The number of bicycle crashes decreased in 2006 (12.0 percent) compared to the average of 2001 through 2004. The number of bicycle crashes has ranged from 412 in 2006 to 497 in 2002. This is a severe type of crash. In 2006, while bicycle crashes accounted for 0.4 percent of all crashes, they accounted for 1.1 percent of injury crashes and 1.1 percent of fatal crashes. The number of injury crashes decreased by 14.1 percent in 2006 and the number of fatal crashes decreased by 37.5 percent (due to such a small sample size) compared to the 2001 through 2004 average. The range in injury crashes was from 292 in 2006 to 356 in 2003 while the number of fatal crashes ranged from 6 in 2003 and 2004 to 12 in 2005.

## **10.4 MOTORCYCLE CRASHES**

County and city statistics for crashes involving motorcycles are presented in Tables 45 and 48, respectively. For each population category, counties having the highest rates for motorcycle crashes per 10,000 population are Robertson, Carroll, Union, Henderson, and McCracken (Table 45). The highest rate is in Carroll County. From Table 46, those cities having the highest rates in each population category are Louisville, Paducah, Somerset, Pikeville, and Prestonsburg. The rates in Pikeville and Prestonsburg were substantially above any other city.

There was a significant increase in the number of motorcycle crashes in 2006 (15.8 percent) compared to the 2001 through 2004 average. The numbers over the five-year period ranged from a high of 1,777 in 2005 to a low of 1,300 in 2002. This is a severe type of crash. Data in 2006 show that motorcycle crashes accounted for 1.2 percent of all crashes but 3.6 percent of injury crashes and 10.1 percent of fatal crashes. The number of injury crashes increased by 12.0 percent and the number of fatal crashes increased by 49.2 percent in 2006 compared to the 2001 through 2004 average. The number of injury crashes ranged from 924 in 2002 to 1,184 in 2005 while the number of fatal crashes ranged from 42 in 2002 to 94 in 2006.

## **10.5 SCHOOL BUS CRASHES**

School bus crash statistics were summarized for counties and cities and results are presented in Tables 47 and 48, respectively. Table 47 lists numbers and rates of school bus crashes by county and population category. Counties having the highest rates in each population category are Wolfe, Morgan, Clay, Jessamine, and Jefferson. A similar summary was prepared for cities by population categories, as shown in Table 48. Those cities having the highest rates in each population category are Louisville, Hopkinsville, Nicholasville, Shepherdsville, and Williamstown. The highest rate was in Nicholasville.

The trend analysis presented in Table 39 indicates there was a decrease in this type of crash in 2006 (7.0 percent decrease) compared to the 2001 through 2004 average. The annual number of this type of crash ranged from a high of 887 in 2004 to a low of 810 in 2006. There was an increase in injury crashes of 2.6 percent in 2006 compared to 2001 through 2004. The number of injury crashes ranged from 127 in 2002 to 111 in 2003. There were three fatal crashes involving a school bus in 2006 and a total of 14 for the five-year period.

## **10.6 TRUCK CRASHES**

Truck crashes included both single unit and combination trucks. A truck is defined as a vehicle with a registered weight of 10,000 pounds or more. A summary of those crashes by county is given in Table 49. Counties having the highest rates in each population category are Gallatin, Carroll, Simpson, Scott, and Boone. All of these counties contain at least one interstate highway. Other counties having a high rate either contained an interstate highway or had a large amount of coal truck traffic.

The trend analysis showed there was an increase in the number of truck crashes in 2006 (3.2 percent) compared to the previous four-year average. The number of truck crashes ranged from a high of 9,709 in 2006 to a low of 8,805 in 2002. The number of injury crashes decreased by 4.6 percent and the number of fatal crashes decreased by 12.7 percent in 2006 compared to the previous four-year average. The number of injury crashes ranged from 1,757 in 2003 and 2006 to 1,918 in 2004 while the number of fatal crashes ranged from 103 in 2006 to 122 in 2004. In 2006, truck crashes represent 7.3 percent of all crashes, 6.1 percent of injury crashes, and 16.9 percent of fatal crashes.

## **10.7 TRAIN CRASHES**

A summary of motor vehicle-train crashes by county is presented in Table 50. Counties having the highest rates in each population category are Carlisle, Todd, Mercer, Oldham, and Pike. The highest rate (0.78) is in Oldham County with the highest number (68) in Jefferson County. There were no train crashes in 56 of the 120 counties in the five-year period of 2002 through 2006.

The trend analysis for motor vehicle-train crashes is given in Table 39. There was a range in train crashes from 72 in 2003 to 51 in 2004. The number of train crashes in 2006 was 17.5 percent lower than the 2001 through 2004 average. The number of injury crashes decreased by 5.0 percent in 2006 compared to the 2001 through 2004 average with a range of from 16 in 2005 to 25 in 2003. The number of fatal crashes ranged from two in 2003 to eight in 2006 for the five-year period.

## **10.8 VEHICLE DEFECTS**

The requirement for an annual vehicle inspection was repealed in 1978. A summary of the involvement of vehicle defects in crashes before and after repeal of that law is presented in Table 51. The percent of crashes involving a vehicle defect was 5.86 percent before repeal of the vehicle inspection law. The percent increased to 7.09 in the first 19 months after repeal of the law and 7.43 percent in 1980 through 1984 but has decreased since that time. Starting in 1995, the percentage of crashes involving a vehicle defect was lower than that noted prior to repeal of the vehicle inspection requirement until the slight increase in 2005. The percent of crashes in which a vehicle defect was noted on the report was 4.36 percent in 2006 which compares to the overall low of 4.33 percent in 2004.

# **11.0 SUMMARY AND RECOMMENDATIONS**

## **11.1 STATEWIDE CRASH RATES**

For the high-crash-location safety improvement program in Kentucky to be successful, procedures for identifying high-crash locations and scheduling improvements must be used. A computer program has been developed to identify high-crash locations. Inputs into this program are average and critical crash numbers and rates for rural and urban highway classifications.

Various crash rates are presented throughout the report text, tables, and appendices, which can be used to implement a safety improvement program.

Each crash must be identified accurately to perform a complete crash analysis. In past years, many crashes that occurred on a state-maintained road did not have the necessary route and milepoint information to be included in the detailed analysis. Efforts have been made as part of the implementation of the new collision report form to increase the number of crash reports having the necessary location information. Part of this effort should be to inform the investigating agencies of the importance of placing the proper route and milepoint for all crashes occurring on state-maintained roads. The roadway reference log has been updated to provide a more comprehensive list of milepoints that should be used.

The crash report form which was implemented starting in 2000 contains fields to use the Global Positioning System (GPS) to report the latitude and longitude for each crash. The accuracy of this data has been evaluated with recommendations made to improve location accuracy. Software has been developed by the Kentucky Transportation Center to assist in obtaining crash locations. This program, called MapClick, can be used to obtain county, route and milepoint as well as GPS coordinates by simply clicking on the crash location on a map. This program is available free to any law enforcement agency. More information can be obtained at <http://www.ktc.uky.edu/MapClick>.

The fatal crash rate on rural, two-lane roadways is much higher than any road type. The factors contributing to this high rate have been investigated with countermeasures recommended. An effort should be made to review and implement as many of these countermeasures as practical.

The statewide fatal crash rate has increased substantially the past few years. A detailed study of all fatal crashes in 2004 was conducted (KTC-05-36). The recommended countermeasures given in that analysis should be considered.

## **11.2 COUNTY AND CITY CRASH STATISTICS**

The various types of crash rates calculated and included in this report were used in the analysis of various problem identification areas.

Counties and cities with various types of critical crash rates are given in Tables 10 through 13, 18, and 19. Coordinated efforts involving engineering, enforcement, education, and emergency medical services should be implemented in counties and cities having critical rates to address those problem areas.

In the past, a program was available to provide funds for the purchase of appropriate traffic signs to bring signing on city and county streets and roadways into compliance with the standards and guidelines included in the Manual on Uniform Traffic Control Devices (MUTCD). A large number of cities have taken advantage of this program, which was expanded to include counties. Funding for this program has not been provided in the past several years. However, training concerning proper signs and markings is offered to county and cities. This training

should continue with publicity provided to alert counties and cities that all of their traffic control devices must conform to the standards and guidelines in the MUTCD.

### 11.3 ALCOHOL-RELATED CRASHES

The number of alcohol-related crashes decreased in 2006 compared to the previous four-year average and has decreased from the level prior to 1996. In general, there has been a decreasing trend in the number of alcohol-related fatal crashes and fatalities. This may be related to increased enforcement and public information campaigns in the past several years that have increased public awareness.

As part of the analysis, percentages of alcohol-related crashes were tabulated for counties and cities. In addition, alcohol conviction rates were tabulated by county. Those counties having relatively high percentages of alcohol-related crashes (Table 20) and low average numbers of alcohol convictions per alcohol crash (Table 23) were identified as potential locations where increased enforcement may be beneficial. Counties were also required to have 100 or more alcohol-related crashes during the five-year analysis period to be considered as potential counties for the increased alcohol-related enforcement program. Following is a list of those counties by State Police Post (reference was made to the counties recommended in the past few years).

<u>Post Number</u>	<u>County</u>
1	McCracken
2	Christian
3	Simpson
4	Grayson
5	Henry
6	Bourbon
7	Garrard
8	Montgomery
9	Floyd
10	Harlan
11	Clay
12	Shelby
13	Letcher
14	Carter
15	Russell
16	Daviess

2. An analysis was performed for cities similar to that for counties. However, alcohol conviction rates were not available for cities and consideration was given to conviction rates for counties within which a city was located. The number and percentage of crashes involving alcohol were considered (Table 21). The following are candidate cities for a program of increased alcohol enforcement.

- Lexington
- Covington

- Richmond
- Independence
- Shelbyville
- Newport
- Shively
- Versailles

#### 11.4 OCCUPANT PROTECTION

1. Even though a statewide “primary enforcement” safety belt law has been passed, efforts to increase safety belt usage must continue. The various types of safety belt programs that have been conducted in several locations across the state in the past should continue. These programs have the objectives of increasing awareness of risks of traffic crashes, increasing understanding of benefits of safety belt usage, and providing assistance to organizations willing to promote safety belt usage. Enforcement of the statewide law should be another objective of these programs. The success of the “Buckle Up Kentucky: It’s the Law and It’s Enforced” campaign conducted around the Memorial Day holiday in past years shows that these types of programs (which includes increased enforcement along with publicity) can provide benefits when implemented on a statewide level. Usage rates and crash rates were considered when choosing candidates for more intensive promotion and enforcement campaigns. Consideration was given to past campaign recommendations and the location in the state (State Police Post). Since safety belt usage is lower in rural areas, counties in the more rural areas of the posts were identified when possible. These counties were identified in Table 29. A list of those counties, by State Police Post, follows.

<u>Post Number</u>	<u>County</u>
1	McCracken
2	Christian
3	Logan
4	Meade
5	Owen
6	Bourbon
7	Boyle
8	Menifee
9	Pike
10	Harlan
11	Pulaski
12	Franklin
13	Perry
14	Carter
15	Clinton
16	McLean

2. To maintain up-to-date usage statistics and to monitor the effect of the statewide safety belt law, annual statewide observational surveys should continue to be conducted.

## 11.5 SPEED-RELATED CRASHES

Unsafe speed has been shown to be a primary contributing factor in fatal crashes and a common contributing factor in all crashes. Those counties having high percentages of speed-related crashes (Table 33) and low average number of speeding convictions per speed-related crash (Table 36) were identified as possible locations for increased enforcement. Locations meeting the criteria for crashes and convictions also were required to have at least 150 speed-related crashes during the five-year study period and speed-related crashes were at least 6.0 percent of total crashes. The following is a list of counties (tabulated by State Police Post) recommended for programs of increased speed enforcement (reference was made to the counties recommended in the past few years).

<u>Post Number</u>	<u>County</u>
1	Graves
2	Hopkins
3	Hart
4	Larue
5	Gallatin
6	Bourbon
7	Lincoln
8	Rowan
9	Pike
10	Bell
11	Rockcastle
12	Woodford
13	Letcher
14	Boyd
15	Taylor
16	Union

By analyzing speed-related crash rates for cities and applying the criterion of at least 150 crashes during the five-year period and speed related crashes of five percent or more of total crashes (Table 34), the following cities were recommended for additional programs of speed enforcement:

- Lexington
- Frankfort
- Hopkinsville
- Richmond
- Erlanger
- Independence
- Taylor Mill
- Berea
- Fort Wright

Increased speed enforcement should be implemented on roads that have been identified as having the highest percentage of speed-related crashes. Consideration should be given to the types of roadways that have the highest crash rates. This would indicate more enforcement on rural two-lane and four-lane (non-interstate and parkway) roadways as opposed to interstate and parkways that have much lower crash rates.

Recent legislation in Kentucky increased the speed limit from 65 mph to 70 mph on rural interstates and parkways. Data show current speeds do not reflect speed limits on several other types of highways. There is a need to review current speed limits and establish speed limits based on the 85<sup>th</sup> percentile speed. Recommendations for speed limits on various types of roads in Kentucky have been developed.

## **11.6 TEENAGE DRIVERS**

Graduated licensing legislation was amended in the 2006 Kentucky legislature to require an intermediate phase to be added to the process between the permit and fully-licensed stages. This change should be evaluated to determine how it has affected crashes for teenage drivers.

## **11.7 GENERAL CRASH STATISTICS**

### **Pedestrians**

The crash rate analyses identified Newport, Louisville, Covington and Shively as cities having the highest pedestrian crash rates (Table 42). A study to determine factors contributing to this problem in those cities and recommendations for improved traffic control measures, increased police enforcement, or driver and pedestrian education programs is warranted.

### **Bicycles**

Newport also had a high crash rate in their population category for this type of crash (Table 44) (as with pedestrian crashes). A study of this type of crash could be included with the previously mentioned study of pedestrian crashes.

### **Motorcycles**

Pike County had one of the highest motorcycle-crash rates in the state (Table 45) and Pikeville (Table 46), which is in Pike County, had the highest motorcycle-crash rate for any city. An evaluation of this type of crash in this county and city could be warranted.

The law requiring motorcyclists to wear a helmet was repealed in the 1998 legislature. Observations have shown the helmet usage rate has dramatically decreased. Also, the number of injury and fatal motorcycle crashes has increased dramatically. An investigation should be made to determine the increased cost associated with nonuse of motorcycle helmets. The combination of the lowering in usage rate and increase in injury and fatal crashes support the need to reenact the requirement for the use of motorcycle helmets.

## **Truck Crashes**

Counties with a large number of truck crashes either contained an interstate highway or had a large amount of coal truck traffic. Volume counts show that interstate highways have a high percentage of truck traffic. Coal trucks are hauling on an extended weight system that allows heavy loads. A 1999 research report conducted by the University of Kentucky investigated heavy truck involvement in traffic crashes on all types of highways while a 2002 research report investigated the impact of large trucks on interstate highway safety. Both of these reports recommended countermeasures related to the vehicle, driver, or roadway. Implementation of these countermeasures should be considered.

## **Vehicle Defects**

The percentage of crashes involving vehicle defects increased immediately after repeal of the vehicle inspection law (Table 51). It could be concluded that the repeal of that law resulted in additional crashes involving vehicle defects. However, the percentage of crashes involving a vehicle defect has decreased in recent years to less than that before repeal of the inspection law. A study could be conducted to determine whether the defects that have contributed to crashes since repeal of the vehicle inspection law were of the type that might have been detected under the previous inspection program. That study could also reveal types of inspections necessary to detect defects contributing to crashes for various types of vehicles.

TABLE 1. COMPARISON OF 2002 - 2006 CRASH RATES\*

STATISTIC	2002	2003	2004	2005	2002-2005 Average	2006	Percent Change***
Crashes	84,816	82,253	78,947	75,290	80,327	84,097	4.7
Fatal Crashes	666	714	741	732	713	711	-0.3
Injury Crashes	22,999	21,606	19,781	18,940	20,832	20,145	-3.3
Mileage	28,449	28,449	28,324	28,328	28,388	28,338	-0.2
Crashes Per Mile	2.98	2.89	2.79	2.66	2.83	2.97	4.9
Vehicle Miles (Billion)	42.30	42.07	42.72	42.54	42.41	42.03	-0.9
AADT	4,073	4,052	4,132	4,115	4,093	4,063	-0.7
Crash Rate**	201	196	185	177	190	200	5.4
Fatal Crash Rate**	1.57	1.70	1.73	1.72	1.68	1.69	0.6
Injury Crash Rate**	54	51	46	45	49	48	-2.0

\* Data apply to streets and highways having known traffic volumes, route numbers, and mileposts.

\*\* Crash rates are given in terms of crashes per 100 million vehicle-miles (C/100 MVM).

\*\*\* Percent change in 2006 compared to 2002 through 2005 average.

TABLE 2. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2002-2006)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM)		
			ALL	INJURY	FATAL
One-Lane	88	390	267	90	1.6
Two-Lane	23,290	1,600	230	72	3.4
Three-Lane	28	5,670	123	30	0.7
Four-Lane Divided (Non-Interstate or Parkway)	568	11,370	116	34	1.6
Four-Lane Undivided	48	13,090	245	55	1.6
Interstate	537	32,740	52	12	0.7
Parkway	577	9,110	63	16	0.8
All	25,135	2,680	160	48	2.3

\* Average for the five years.

TABLE 3. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2002-2006)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM)		
			ALL	INJURY	FATAL
Two-Lane	2,195	6,620	263	58	1.0
Three-Lane	34	10,910	478	79	1.2
Four-Lane Divided (Non-Interstate or Parkway)	405	23,820	277	61	1.0
Four-Lane Undivided	304	19,580	445	92	1.2
Interstate	230	71,720	94	19	0.5
Parkway	39	13,370	111	23	1.0
All **	3,242	15,010	236	50	0.8

\* Average for the five years.

\*\* Includes small number of one-, five-, and six-lane highways.

TABLE 4. COMPARISON OF 2002 - 2006 CRASH RATES BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION

LOCATION	HIGHWAY TYPE	2002	2003	2004	2005	2002-2005 Average	2006	Percent Change*
Rural	One-Lane	259	228	321	258	267	268	0.3
	Two-Lane	247	238	231	217	233	216	-7.4
	Three-Lane	193	163	75	59	122	105	-14.6
	Four-Lane Divided (Non-Interstate or Parkway)	128	119	111	105	116	116	-0.1
	Four-Lane Undivided	256	232	200	224	228	307	34.7
	Interstate	50	56	56	50	53	50	-6.2
	Parkway	63	70	66	57	64	57	-10.5
	All	172	168	160	149	162	149	-8.3
Urban	Two-Lane	268	263	242	238	253	305	20.5
	Three-Lane	475	476	502	486	485	454	-6.3
	Four-Lane Divided	293	287	256	244	270	306	13.2
	Four-Lane Undivided	486	447	387	398	430	510	18.7
	Interstate	88	93	94	89	91	106	16.5
	Parkway	110	112	105	104	108	121	12.3
	All	240	233	219	215	227	273	20.4

\* Percent change from 2002 through 2005 to 2006.

TABLE 5. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2002-2006)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	167	294	0.14	0.80
	Two-Lane	156,252	77,633	0.58	0.69
	Three-Lane	357	93	2.07	0.37
	Four-Lane Divided (Non-Interstate or Parkway)	13,610	1,892	4.15	0.35
	Four-Lane Undivided	2,800	159	4.78	0.74
	Interstate	16,809	1,790	11.95	0.16
	Parkway	5,999	1,923	3.32	0.19
	All Rural	195,994	83,785	0.98	0.48
	Urban	Two-Lane	69,752	7,317	2.42
Three-Lane		3,232	113	3.98	1.43
Four-Lane Divided		48,805	1,351	8.70	0.83
Four-Lane Undivided		48,239	1,012	7.15	1.33
Interstate		28,288	768	26.18	0.28
Parkway		1,048	129	4.88	0.33
All Urban**		209,386	10,807	5.48	0.71

\* Average for the five years. The length of a spot is defined to be 0.3 mile.

\*\* Includes small number of miles of one-, five-, and six-lane highways.

TABLE 6. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2002-2006)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE-MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.57	3	1.89	6
	Two-Lane	2.01	6	6.71	14
	Three-Lane	3.83	9	12.75	22
	Four-Lane Divided (Non-Interstate or Parkway)	7.19	15	23.98	37
	Four-Lane Undivided	17.57	29	58.58	79
	Interstate	9.39	18	31.30	46
	Parkway	3.12	8	10.40	19
	All Rural	2.34	7	7.80	15
	Urban	Two-Lane	9.53	18	31.77
Three-Lane		28.55	43	95.16	121
Four-Lane Divided		36.13	52	120.42	149
Four-Lane Undivided		47.67	66	158.92	192
Interstate		36.82	53	122.74	152
Parkway		8.11	16	27.03	41
All Urban**		19.38	31	64.59	86

\* The length of a spot is defined to be 0.3 mile.

\*\* Includes small number of miles of one-, five-, and six-lane highways.

TABLE 7. CRASH RATES BY COUNTY FOR STATE-MAINTAINED SYSTEM AND ALL ROADS (2002-2006)

COUNTY	STATE-MAINTAINED		ALL ROADS					
	TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
			NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Adair	1,142	135	2,186	227	19	2.0	506	53
Allen	1,527	229	1,978	257	30	3.9	550	71
Anderson	1,801	188	2,364	217	14	1.3	628	58
Ballard	789	182	904	185	10	2.0	283	58
Barren	3,081	132	6,943	268	42	1.6	1,714	66
Bath	1,021	121	1,314	144	18	2.0	388	43
Bell	2,475	187	3,597	248	42	2.9	1,027	71
Boone	14,642	221	19,455	267	69	0.9	3,797	52
Bourbon	2,215	235	3,090	288	19	1.8	716	67
Boyd	5,885	256	9,686	373	34	1.3	2,217	85
Boyle	3,360	290	4,506	339	27	2.0	986	74
Bracken	805	169	966	182	16	3.0	297	56
Breathitt	1,758	235	1,852	225	49	6.0	817	99
Breckinridge	958	137	1,339	161	22	2.7	442	53
Bullitt	6,115	160	7,428	175	47	1.1	1,931	45
Butler	974	134	1,139	139	27	3.3	387	47
Caldwell	1,075	131	1,512	166	13	1.4	403	44
Calloway	3,685	288	5,428	367	44	3.0	967	65
Campbell	9,418	256	14,500	350	48	1.2	2,282	55
Carlisle	427	168	488	168	5	1.7	153	53
Carroll	1,864	155	2,178	171	23	1.8	536	42
Carter	1,947	103	3,004	145	52	2.5	793	38
Casey	931	155	1,070	155	24	3.5	359	52
Christian	7,330	210	9,556	250	64	1.7	2,359	62
Clark	2,251	104	5,910	248	35	1.5	1,225	51
Clay	1,801	169	2,178	186	38	3.2	949	81
Clinton	987	223	952	189	24	4.8	275	55
Crittenden	912	270	1,050	264	12	3.0	383	96
Cumberland	330	98	383	101	18	4.7	145	38
Daviess	4,092	125	16,173	418	48	1.2	3,331	86
Edmonson	785	146	1,008	164	7	1.1	294	48
Elliott	491	257	529	237	8	3.6	186	83
Estill	1,044	194	1,342	212	16	2.5	408	64
Fayette	31,226	246	63,985	452	141	1.0	12,097	86
Fleming	1,065	176	1,330	190	16	2.3	406	58
Floyd	4,296	182	4,969	191	71	2.7	2,019	77
Franklin	6,461	249	8,654	298	35	1.2	1,594	55
Fulton	448	143	858	245	15	4.3	224	64
Gallatin	1,062	90	1,252	101	16	1.3	381	31
Garrard	1,643	246	2,029	268	14	1.8	564	75
Grant	3,081	133	3,834	156	38	1.5	970	39
Graves	2,714	151	4,566	224	47	2.3	1,222	60
Grayson	2,875	221	3,472	237	40	2.7	1,016	69
Green	521	134	916	201	10	2.2	230	50
Greenup	1,962	136	3,418	205	33	2.0	852	51
Hancock	551	122	719	142	8	1.6	196	39
Hardin	11,255	197	14,364	227	90	1.4	2,959	47
Harlan	2,677	211	3,237	227	40	2.8	1,098	77
Harrison	1,755	303	2,627	381	14	2.0	670	97
Hart	1,736	97	2,163	114	35	1.8	605	32
Henderson	6,183	254	9,175	338	37	1.4	2,168	80
Henry	1,637	130	1,831	135	20	1.5	528	39
Hickman	273	93	344	106	11	3.4	118	36
Hopkins	6,059	230	7,947	271	40	1.4	1,794	61
Jackson	1,025	225	1,172	221	18	3.4	435	82
Jefferson	48,736	156	131,911	376	388	1.1	28,833	82
Jessamine	5,370	338	7,138	378	41	2.2	1,574	83
Johnson	2,376	219	2,565	209	31	2.5	877	71
Kenton	17,945	269	28,379	381	64	0.9	4,794	64
Knott	1,721	191	1,942	197	27	2.7	835	85

TABLE 7. CRASH RATES BY COUNTY FOR STATE-MAINTAINED SYSTEM AND ALL ROADS (2002-2006)(continued)

COUNTY	STATE-MAINTAINED		ALL ROADS					
	TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
			NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Knox	2,984	211	3,689	233	50	3.2	1,178	74
Larue	1,243	147	1,506	161	26	2.8	417	44
Laurel	7,074	189	8,547	210	95	2.3	2,268	56
Lawrence	813	90	1,027	104	19	1.9	357	36
Lee	336	127	437	143	14	4.6	147	48
Leslie	1,056	185	1,231	194	29	4.6	585	92
Letcher	2,133	190	2,550	202	44	3.5	1,085	86
Lewis	1,106	164	1,288	171	21	2.8	423	56
Lincoln	1,715	160	2,264	188	36	3.0	721	60
Livingston	1,024	156	1,170	163	17	2.4	353	49
Logan	2,529	199	3,176	220	24	1.7	813	56
Lyon	965	86	1,109	95	9	0.8	281	24
McCracken	8,941	258	13,184	339	55	1.4	3,465	89
McCreary	1,113	164	1,347	178	24	3.2	483	64
McLean	823	170	989	174	12	2.1	290	51
Madison	8,795	198	13,216	277	73	1.5	2,381	50
Magoffin	982	158	1,085	158	16	2.3	469	68
Marion	1,942	276	2,432	299	31	3.8	635	78
Marshall	3,646	170	4,402	180	46	1.9	1,205	49
Martin	955	171	941	148	20	3.1	386	61
Mason	2,473	242	3,415	306	15	1.3	714	64
Meade	2,256	221	2,725	231	34	2.9	795	67
Menifee	514	227	564	211	6	2.2	180	67
Mercer	1,963	206	2,883	265	18	1.7	747	69
Metcalfe	952	191	1,126	201	14	2.5	323	58
Monroe	335	82	756	157	21	4.4	240	50
Montgomery	2,945	224	3,953	266	47	3.2	1,101	74
Morgan	1,184	192	1,401	202	13	1.9	515	74
Muhlenberg	3,408	215	4,062	227	52	2.9	1,235	69
Nelson	4,858	241	5,998	264	40	1.8	1,386	61
Nicholas	274	107	646	215	7	2.3	174	58
Ohio	2,368	164	3,142	197	28	1.8	999	63
Oldham	4,004	178	4,874	190	23	0.9	1,025	40
Owen	889	229	1,046	230	8	1.8	387	85
Owsley	322	193	366	189	11	5.7	131	68
Pendleton	1,360	275	1,916	323	20	3.4	477	80
Perry	3,200	207	4,334	252	52	3.0	1,528	89
Pike	7,873	228	9,988	261	126	3.3	3,737	97
Powell	985	118	1,418	155	25	2.7	443	48
Pulaski	7,228	256	9,511	295	89	2.8	2,020	63
Robertson	62	95	78	97	2	2.5	29	36
Rockcastle	2,183	102	2,476	110	31	1.4	629	28
Rowan	3,317	228	4,311	273	34	2.2	1,084	69
Russell	1,109	147	1,360	157	19	2.2	381	44
Scott	5,018	169	6,620	207	43	1.3	1,682	53
Shelby	4,712	158	6,043	188	49	1.5	1,335	42
Simpson	2,177	131	2,630	149	23	1.3	608	34
Spencer	791	152	1,143	186	11	1.8	339	55
Taylor	2,713	283	3,694	332	27	2.4	732	66
Todd	625	119	961	161	18	3.0	273	46
Trigg	1,042	113	1,422	142	22	2.2	445	44
Trimble	797	239	938	242	13	3.4	280	72
Union	1,502	230	1,936	260	23	3.1	620	83
Warren	14,030	239	21,186	328	120	1.9	4,599	71
Washington	1,141	176	1,356	188	14	1.9	358	50
Wayne	1,581	200	1,745	192	33	3.6	531	59
Webster	1,307	161	1,550	173	16	1.8	456	51
Whitley	3,548	143	4,743	176	58	2.2	1,287	48
Wolfe	879	161	991	167	22	3.7	350	59
Woodford	2,732	203	4,128	276	39	2.6	772	52
STATEWIDE	405,403	192	649,830	275	4,231	1.8	153,682	65

\* Crashes per 100 million vehicle-miles (C/100 MVM)

Table 8. COUNTY POPULATIONS (2000 CENSUS) IN DESCENDING ORDER

COUNTY	POPULATION	COUNTY	POPULATION	COUNTY	POPULATION
Jefferson	693,604	Meade	26,349	Jackson	13,495
Fayette	260,512	Letcher	25,277	Larue	13,373
Kenton	151,464	Clay	24,556	Magoffin	13,332
Hardin	94,174	Grayson	24,053	Powell	13,237
Warren	92,522	Johnson	23,445	Caldwell	13,060
Daviess	91,545	Lincoln	23,361	Butler	13,010
Campbell	88,616	Woodford	23,208	Trigg	12,597
Boone	85,991	Taylor	22,927	Martin	12,578
Christian	72,265	Ohio	22,916	Leslie	12,401
Madison	70,872	Montgomery	22,554	Todd	11,971
Pike	68,736	Grant	22,384	Spencer	11,766
McCracken	65,514	Rowan	22,094	Monroe	11,756
Bullitt	61,236	Mercer	20,817	Edmonson	11,644
Pulaski	56,217	Wayne	19,923	Green	11,518
Laurel	52,715	Bourbon	19,360	Bath	11,085
Boyd	49,752	Anderson	19,111	Washington	10,916
Franklin	47,687	Breckinridge	18,648	Owen	10,547
Hopkins	46,519	Marion	18,212	Carroll	10,155
Oldham	46,178	Harrison	17,983	Metcalfe	10,037
Henderson	44,829	Allen	17,800	McLean	9,938
Floyd	42,441	Knott	17,649	Livingston	9,804
Jessamine	39,041	Hart	17,445	Clinton	9,634
Barren	38,033	Adair	17,244	Crittenden	9,384
Nelson	37,477	McCreary	17,080	Hancock	8,392
Graves	37,028	Mason	16,800	Ballard	8,286
Greenup	36,891	Rockcastle	16,582	Bracken	8,279
Whitley	35,865	Simpson	16,405	Trimble	8,125
Calloway	34,177	Russell	16,315	Lyon	8,080
Shelby	33,337	Breathitt	16,100	Lee	7,916
Harlan	33,202	Union	15,637	Gallatin	7,870
Clark	33,144	Lawrence	15,569	Fulton	7,752
Scott	33,061	Casey	15,447	Cumberland	7,147
Muhlenberg	31,839	Estill	15,307	Wolfe	7,065
Knox	31,795	Henry	15,060	Nicholas	6,813
Marshall	30,125	Garrard	14,792	Elliott	6,748
Bell	30,060	Pendleton	14,390	Menifee	6,556
Perry	29,390	Webster	14,120	Carlisle	5,351
Boyle	27,697	Lewis	14,092	Hickman	5,262
Carter	26,889	Morgan	13,948	Owsley	4,858
Logan	26,573	Fleming	13,792	Robertson	2,266

TOTAL 4,041,769

Table 9. AVERAGE AND CRITICAL CRASH RATES BY POPULATION CATEGORY  
(2002-2006)

POPULATION CATEGORY	NUMBER OF COUNTIES IN CATEGORY	TOTAL POPULATION	TOTAL MILEAGE DRIVEN 100 MVM		
UNDER 10,000	21	155,526	98.21		
10,000 - 14,999	25	313,612	181.58		
15,000 - 24,999	32	611,992	378.84		
25,000 - 50,000	27	954,656	574.39		
OVER 50,000	15	2,005,983	1,126.11		

POPULATION CATEGORY	TOTAL NUMBER OF CRASHES	CRASHES PER 100 MVM	CRITICAL CRASH RATE (C/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	15,733	160	194	6
10,000 - 14,999	32,744	180	209	4
15,000 - 24,999	78,576	207	232	12
25,000 - 50,000	141,394	246	266	8
OVER 50,000	381,383	339	351	4

POPULATION CATEGORY	TOTAL NUMBER OF FATAL CRASHES	FATAL CRASHES PER 100 MVM	CRITICAL FATAL RATE (C/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	256	2.61	7.44	0
10,000 - 14,999	440	2.42	6.09	0
15,000 - 24,999	883	2.33	5.10	1
25,000 - 50,000	1,135	1.98	3.85	0
OVER 50,000	1,517	1.35	2.15	3

POPULATION CATEGORY	TOTAL NUMBER OF FATAL OR INJURY CRASHES	FATAL OR INJURY CRASHES PER 100 MVM	CRITICAL FATAL OR INJURY CRASH RATE (C/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	4,856	49.4	68.7	3
10,000 - 14,999	10,179	56.1	72.4	6
15,000 - 24,999	21,990	58.0	71.0	7
25,000 - 50,000	35,804	62.3	72.3	9
OVER 50,000	80,853	71.8	77.5	5

TABLE 10. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2002-2006)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Crittenden	1,050	264 *	Harrison	2,627	381 *
Fulton	858	245 *	Taylor	3,694	332 *
Trimble	938	242 *	Mason	3,415	306 *
Elliott	529	237 *	Marion	2,432	299 *
Nicholas	646	215 *	Bourbon	3,090	288 *
Menifee	564	211 *	Woodford	4,128	276 *
Clinton	952	189	Rowan	4,311	273 *
Owsley	366	189	Montgomery	3,953	266 *
Ballard	904	185	Mercer	2,883	265 *
Bracken	966	182	Union	1,936	260 *
McLean	989	174	Allen	1,978	257 *
Carlisle	488	168	Grayson	3,472	237 *
Wolfe	991	167	Adair	2,186	227
Livingston	1,170	163	Breathitt	1,852	225
Lee	437	143	Anderson	2,364	217
Hancock	719	142	Estill	1,342	212
Hickman	344	106	Johnson	2,565	209
Cumberland	383	101	Knott	1,942	197
Gallatin	1,252	101	Ohio	3,142	197
Robertson	78	97	Wayne	1,745	192
Lyon	1,109	95	Lincoln	2,264	188
<b>POPULATION CATEGORY 10,000-14,999</b>			Clay	2,178	186
Pendleton	1,916	323 *	McCreary	1,347	178
Garrard	2,029	268 *	Breckinridge	1,339	161
Owen	1,046	230 *	Russell	1,360	157
Jackson	1,172	221 *	Grant	3,834	156
Morgan	1,401	202	Casey	1,070	155
Metcalfe	1,126	201	Simpson	2,630	149
Green	916	201	Henry	1,831	135
Leslie	1,231	194	Hart	2,163	114
Fleming	1,330	190	Rockcastle	2,476	110
Washington	1,356	188	Lawrence	1,027	104
Spencer	1,143	186	<b>POPULATION CATEGORY 25,000-50,000</b>		
Webster	1,550	173	Jessamine	7,138	378 *
Lewis	1,288	171	Boyd	9,686	373 *
Carroll	2,178	171	Calloway	5,428	367 *
Caldwell	1,512	166	Boyle	4,506	339 *
Edmonson	1,008	164	Henderson	9,175	338 *
Larue	1,506	161	Franklin	8,654	298 *
Todd	961	161	Hopkins	7,947	271 *
Magoffin	1,085	158	Barren	6,943	268 *
Monroe	756	157	Nelson	5,998	264
Powell	1,418	155	Perry	4,334	252
Martin	941	148	Bell	3,597	248
Bath	1,314	144	Clark	5,910	248
Trigg	1,422	142	Knox	3,689	233
Butler	1,139	139	Meade	2,725	231
			Harlan	3,237	227
			Muhlenberg	4,062	227
			Graves	4,566	224
			Logan	3,176	220
			Scott	6,620	207
			Greenup	3,418	205
			Letcher	2,550	202
			Floyd	4,969	191
			Oldham	4,874	190
			Shelby	6,043	188
			Marshall	4,402	180
			Whitley	4,743	176
			Carter	3,004	145
			<b>POPULATION CATEGORY OVER 50,000</b>		
			Fayette	63,985	452 *
			Daviess	16,173	418 *
			Kenton	28,379	381 *
			Jefferson	131,911	376 *
			Campbell	14,500	350
			McCracken	13,184	339
			Warren	21,186	328
			Pulaski	9,511	295
			Madison	13,216	277
			Boone	19,455	267
			Pike	9,988	261
			Christian	9,556	250
			Hardin	14,364	227
			Laurel	8,547	210
			Bullitt	7,428	175

\* Critical crash rate

TABLE 11. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2002-2006)(STATE-MAINTAINED SYSTEM)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Crittenden	912	270 *	Harrison	1,755	303 *
Elliott	491	257 *	Taylor	2,713	283 *
Trimble	797	239 *	Marion	1,942	276 *
Menifee	514	227 *	Mason	2,473	242 *
Clinton	987	223 *	Breathitt	1,758	235 *
Owsley	322	193 *	Bourbon	2,215	235 *
Ballard	789	182	Union	1,502	230 *
McLean	823	170	Allen	1,527	229 *
Bracken	805	169	Rowan	3,317	228 *
Carlisle	427	168	Montgomery	2,945	224 *
Wolfe	879	161	Grayson	2,875	221 *
Livingston	1,024	156	Johnson	2,376	219 *
Fulton	448	143	Mercer	1,963	206 *
Lee	336	127	Woodford	2,732	203 *
Hancock	551	122	Wayne	1,581	200
Nicholas	274	107	Estill	1,044	194
Cumberland	330	98	Knott	1,721	191
Robertson	62	95	Anderson	1,801	188
Hickman	273	93	Clay	1,801	169
Gallatin	1,062	90	McCreary	1,113	164
Lyon	965	86	Ohio	2,368	164
<b>POPULATION CATEGORY 10,000-14,999</b>			Lincoln	1,715	160
Pendleton	1,360	275 *	Casey	931	155
Garrard	1,643	246 *	Russell	1,109	147
Owen	889	229 *	Breckinridge	958	137
Jackson	1,025	225 *	Adair	1,142	135
Morgan	1,184	192 *	Grant	3,081	133
Metcalfe	952	191 *	Simpson	2,177	131
Leslie	1,056	185	Henry	1,637	130
Fleming	1,065	176	Rockcastle	2,183	102
Washington	1,141	176	Hart	1,736	97
Martin	955	171	Lawrence	813	90
Lewis	1,106	164	<b>POPULATION CATEGORY 25,000-50,000</b>		
Webster	1,307	161	Jessamine	5,370	338 *
Magoffin	982	158	Boyle	3,360	290 *
Carroll	1,864	155	Calloway	3,685	288 *
Spencer	791	152	Boyd	5,885	256 *
Larue	1,243	147	Henderson	6,183	254 *
Edmonson	785	146	Franklin	6,461	249 *
Butler	974	134	Nelson	4,858	241 *
Green	521	134	Hopkins	6,059	230 *
Caldwell	1,075	131	Meade	2,256	221 *
Bath	1,021	121	Muhlenberg	3,408	215 *
Todd	625	119	Knox	2,984	211
Powell	985	118	Harlan	2,677	211
Trigg	1,042	113	Perry	3,200	207
Monroe	335	82	Logan	2,529	199
			Letcher	2,133	190
			Bell	2,475	187
			Floyd	4,296	182
			Oldham	4,004	178
			Marshall	3,646	170
			Scott	5,018	169
			Shelby	4,712	158
			Graves	2,714	151
			Whitley	3,548	143
			Greenup	1,962	136
			Barren	3,081	132
			Clark	2,251	104
			Carter	1,947	103
			<b>POPULATION CATEGORY OVER 50,000</b>		
			Kenton	17,945	269 *
			McCracken	8,941	258 *
			Pulaski	7,228	256 *
			Campbell	9,418	256 *
			Fayette	31,226	246 *
			Warren	14,030	239 *
			Pike	7,873	228 *
			Boone	14,642	221 *
			Christian	7,330	210
			Madison	8,795	198
			Hardin	11,255	197
			Laurel	7,074	189
			Bullitt	6,115	160
			Jefferson	48,736	156
			Daviess	4,092	125

\* Critical crash rate

TABLE 12. INJURY OR FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY  
(IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2002-2006)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Crittenden	383	96 *	Breathitt	817	99 *
Elliott	186	83 *	Harrison	670	97 *
Trimble	280	72 *	Knott	835	85 *
Owsley	131	68	Union	620	83 *
Menifee	180	67	Clay	949	81 *
Fulton	224	64	Marion	635	78 *
Wolfe	350	59	Montgomery	1,101	74 *
Ballard	283	58	Allen	550	71
Nicholas	174	58	Johnson	877	71
Bracken	297	56	Rowan	1,084	69
Clinton	275	55	Mercer	747	69
Carlisle	153	53	Grayson	1,016	69
McLean	290	51	Bourbon	716	67
Livingston	353	49	Taylor	732	66
Lee	147	48	Estill	408	64
Hancock	196	39	Mason	714	64
Cumberland	145	38	McCreary	483	64
Robertson	29	36	Ohio	999	63
Hickman	118	36	Lincoln	721	60
Gallatin	381	31	Wayne	531	59
Lyon	281	24	Anderson	628	58
<b>POPULATION CATEGORY 10,000-14,999</b>			<b>POPULATION CATEGORY 25,000-50,000</b>		
Leslie	585	92 *	Adair	506	53
Owen	387	85 *	Breckinridge	442	53
Jackson	435	82 *	Woodford	772	52
Pendleton	477	80 *	Casey	359	52
Garrard	564	75 *	Russell	381	44
Morgan	515	74 *	Henry	528	39
Magoffin	469	68	Grant	970	39
Martin	386	61	Lawrence	357	36
Fleming	406	58	Simpson	608	34
Metcalfe	323	58	Hart	605	32
Lewis	423	56	Rockcastle	629	28
Spencer	339	55	<b>POPULATION CATEGORY OVER 50,000</b>		
Webster	456	51	Perry	1,528	89 *
Monroe	240	50	Letcher	1,085	86 *
Washington	358	50	Boyd	2,217	85 *
Green	230	50	Jessamine	1,574	83 *
Powell	443	48	Henderson	2,168	80 *
Edmonson	294	48	Floyd	2,019	77 *
Butler	387	47	Harlan	1,098	77 *
Todd	273	46	Knox	1,178	74 *
Larue	417	44	Boyle	986	74 *
Caldwell	403	44	Bell	1,027	71
Trigg	445	44	Muhlenberg	1,235	69
Bath	388	43	Meade	795	67
Carroll	536	42	Barren	1,714	66
			Calloway	967	65
			Nelson	1,386	61
			Hopkins	1,794	61
			Graves	1,222	60
			Logan	813	56
			Franklin	1,594	55
			Scott	1,682	53
			Greenup	852	51
			Clark	1,225	51
			Marshall	1,205	49
			Whitley	1,287	48
			Shelby	1,335	42
			Oldham	1,025	40
			Carter	793	38
			Pike	3,737	97 *
			McCracken	3,465	89 *
			Fayette	12,097	86 *
			Daviess	3,331	86 *
			Jefferson	28,833	82 *
			Warren	4,599	71
			Kenton	4,794	64
			Pulaski	2,020	63
			Christian	2,359	62
			Laurel	2,268	56
			Campbell	2,282	55
			Boone	3,797	52
			Madison	2,381	50
			Hardin	2,959	47
			Bullitt	1,931	45

\* Critical crash rate

TABLE 13. FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2002-2006)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Owsley	11	5.7	Breathitt	49	6.0 *
Clinton	24	4.8	Allen	30	3.9
Cumberland	18	4.7	Marion	31	3.8
Lee	14	4.6	Wayne	33	3.6
Fulton	15	4.3	Casey	24	3.5
Wolfe	22	3.7	Clay	38	3.2
Elliott	8	3.6	Montgomery	47	3.2
Trimble	13	3.4	McCreary	24	3.2
Hickman	11	3.4	Union	23	3.1
Bracken	16	3.0	Lincoln	36	3.0
Crittenden	12	3.0	Knott	27	2.7
Robertson	2	2.5	Grayson	40	2.7
Livingston	17	2.4	Breckinridge	22	2.7
Nicholas	7	2.3	Woodford	39	2.6
Menifee	6	2.2	Johnson	31	2.5
McLean	12	2.1	Estill	16	2.5
Ballard	10	2.0	Taylor	27	2.4
Carlisle	5	1.7	Rowan	34	2.2
Hancock	8	1.6	Russell	19	2.2
Gallatin	16	1.3	Adair	19	2.0
Lyon	9	0.8	Harrison	14	2.0
<b>POPULATION CATEGORY 10,000-14,999</b>			<b>POPULATION CATEGORY 25,000-50,000</b>		
Leslie	29	4.6	Lawrence	19	1.9
Monroe	21	4.4	Hart	35	1.8
Jackson	18	3.4	Bourbon	19	1.8
Pendleton	20	3.4	Ohio	28	1.8
Butler	27	3.3	Mercer	18	1.7
Martin	20	3.1	Henry	20	1.5
Todd	18	3.0	Grant	38	1.5
Larue	26	2.8	Rockcastle	31	1.4
Lewis	21	2.8	Mason	15	1.3
Powell	25	2.7	Anderson	14	1.3
Metcalfe	14	2.5	Simpson	23	1.3
Fleming	16	2.3	<b>POPULATION CATEGORY OVER 50,000</b>		
Magoffin	16	2.3	Pike	126	3.3 *
Trigg	22	2.2	Pulaski	89	2.8 *
Green	10	2.2	Laurel	95	2.3 *
Bath	18	2.0	Warren	120	1.9
Washington	14	1.9	Christian	64	1.7
Morgan	13	1.9	Madison	73	1.5
Spencer	11	1.8	Hardin	90	1.4
Webster	16	1.8	McCracken	55	1.4
Garrard	14	1.8	Daviess	48	1.2
Owen	8	1.8	Campbell	48	1.2
Carroll	23	1.8	Jefferson	388	1.1
Caldwell	13	1.4	Bullitt	47	1.1
Edmonson	7	1.1	Fayette	141	1.0
			Kenton	64	0.9
			Boone	69	0.9

\* Critical crash rate

TABLE 14. MISCELLANEOUS CRASH DATA FOR EACH COUNTY

COUNTY	NUMBER OF CRASHES BY YEAR					2002-2005 AVERAGE	2006 PERCENT CHANGE	PERCENT OF CRASHES INVOLVING ALCOHOL	PERCENT OF CRASHES INVOLVING DRUGS	PERCENT FATAL CRASHES	PERCENT INJURY OR FATAL CRASHES	SAFETY BELT USAGE RATE**	PERCENT OF CRASHES INVOLVING SPEEDING
	2002	2003	2004	2005	2006								
	Adair	501	436	469	399								
Allen	437	446	385	418	292	422	-30.7	5.0	0.9	1.52	27.8	54.0	9.0
Anderson	489	550	425	449	451	478	-5.7	4.9	0.7	0.59	26.6	57.7	6.7
Ballard	200	189	188	168	159	186	-14.6	7.4	0.3	1.11	31.3	48.4	4.8
Barren	1,378	1,394	1,384	1,402	1,385	1,390	-0.3	3.0	0.5	0.60	24.7	57.9	5.6
Bath	259	295	296	245	219	274	-20.0	6.8	1.7	1.37	29.5	42.0	8.8
Bell	772	775	718	717	615	746	-17.5	4.1	3.4	1.17	28.6	70.7	7.0
Boone	3,475	3,845	4,165	4,017	3,953	3,876	2.0	3.5	0.4	0.35	19.5	77.8	8.0
Bourbon	566	673	624	616	611	620	-1.4	5.3	1.0	0.61	23.2	62.2	8.7
Boyd	1,940	2,014	1,998	1,852	1,882	1,951	-3.5	3.0	0.9	0.35	22.9	66.9	4.7
Boyle	807	938	929	906	926	895	3.5	3.5	0.5	0.60	21.9	60.7	5.6
Bracken	227	200	185	184	170	199	-14.6	5.7	0.7	1.66	30.7	53.9	8.9
Breathitt	406	381	352	349	364	372	-2.2	5.5	2.7	2.65	44.1	53.8	4.4
Breckinridge	215	323	254	263	284	264	7.7	4.9	0.7	1.64	33.0	50.3	4.1
Bullitt	1,473	1,444	1,549	1,416	1,546	1,471	5.1	4.2	0.3	0.63	26.0	80.6	4.7
Butler	275	230	249	199	186	238	-21.9	4.1	0.7	2.37	34.0	57.3	7.8
Caldwell	315	307	318	278	294	305	-3.4	4.0	1.0	0.86	26.7	70.8	7.3
Calloway	1,082	1,028	1,165	1,106	1,047	1,095	-4.4	4.0	0.6	0.81	17.8	65.0	4.6
Campbell	2,752	3,012	3,025	2,864	2,847	2,913	-2.3	4.8	0.6	0.33	15.7	75.8	6.3
Carlisle	106	112	104	98	68	105	-35.2	4.7	1.6	1.02	31.4	67.0	13.3
Carroll	441	406	440	441	450	432	4.2	5.1	0.6	1.06	24.6	70.7	4.8
Carter	618	685	608	486	607	599	1.3	5.0	1.9	1.73	26.4	61.1	9.5
Casey	267	171	216	185	231	210	10.1	8.2	3.4	2.24	33.6	45.6	7.9
Christian	1,983	1,788	1,987	1,881	1,917	1,910	0.4	5.0	0.6	0.67	24.7	65.8	8.6
Clark	1,167	1,151	1,256	1,212	1,124	1,197	-6.1	3.6	1.0	0.59	20.7	67.6	5.7
Clay	501	463	432	377	405	443	-8.6	5.0	4.6	1.74	43.6	64.2	10.7
Clinton	155	151	166	259	221	183	20.9	5.7	1.4	2.52	28.9	49.4	6.0
Crittenden	216	206	232	200	196	214	-8.2	4.2	1.6	1.14	36.5	58.2	5.3
Cumberland	81	65	55	94	88	74	19.3	8.4	1.8	4.70	37.9	46.5	10.2
Daviess	3,473	3,215	3,316	3,056	3,113	3,265	-4.7	4.4	0.7	0.30	20.6	70.9	4.7
Edmonson	235	233	218	181	141	217	-34.9	5.3	1.1	0.69	29.2	63.7	9.5
Elliott	118	114	106	104	87	111	-21.3	7.4	2.5	1.51	35.2	64.1	10.0
Estill	292	286	279	225	260	271	-3.9	5.7	1.9	1.19	30.4	53.1	10.5
Fayette	13,294	13,268	12,480	12,537	12,406	12,895	-3.8	4.2	0.3	0.22	18.9	75.0	6.4
Fleming	270	267	288	250	255	269	-5.1	6.0	1.2	1.20	30.5	46.5	5.3
Floyd	1,023	1,007	1,017	981	941	1,007	-6.6	5.8	3.5	1.43	40.6	59.9	8.5
Franklin	1,773	1,740	1,762	1,674	1,705	1,737	-1.9	4.0	0.5	0.40	18.4	71.3	11.2
Fulton	198	199	151	170	140	180	-22.0	5.8	0.8	1.75	26.1	62.9	6.8
Gallatin	215	203	318	242	274	245	12.1	7.0	0.6	1.28	30.4	71.3	13.3
Garrard	415	416	409	389	400	407	-1.8	5.0	0.8	0.69	27.8	52.5	11.0
Grant	825	781	835	752	641	798	-19.7	3.8	0.8	0.99	25.3	69.5	8.0
Graves	956	921	960	861	868	925	-6.1	5.0	1.0	1.03	26.8	66.7	6.9
Grayson	692	714	761	658	647	706	-8.4	4.3	0.5	1.15	29.3	64.7	6.7
Green	253	210	167	209	77	210	-63.3	3.1	0.1	1.09	25.1	48.1	3.1
Greenup	680	678	688	679	693	681	1.7	3.9	1.2	0.97	24.9	67.6	9.4
Hancock	147	131	139	137	165	139	19.1	4.3	0.6	1.11	27.3	73.6	7.2
Hardin	2,852	2,918	2,949	2,857	2,788	2,894	-3.7	3.5	0.4	0.63	20.6	66.2	6.8
Harlan	751	655	649	602	580	664	-12.7	4.5	2.9	1.24	33.9	66.3	7.5
Harrison	535	535	507	509	541	522	3.7	5.6	0.5	0.53	25.5	59.9	6.8
Hart	416	479	457	399	412	438	-5.9	4.4	1.0	1.62	28.0	40.4	10.4
Henderson	1,973	1,870	2,018	1,700	1,614	1,890	-14.6	3.3	0.8	0.40	23.6	71.8	5.8
Henry	432	394	369	328	308	381	-19.1	5.8	0.6	1.09	28.8	70.8	10.6
Hickman	79	105	82	58	20	81	-75.3	5.8	2.3	3.20	34.3	53.5	10.8
Hopkins	1,699	1,607	1,610	1,535	1,496	1,613	-7.2	3.4	0.7	0.50	22.6	70.5	7.5
Jackson	230	271	247	194	230	236	-2.3	5.2	0.9	1.54	37.1	64.5	9.6
Jefferson	24,606	24,199	27,973	27,594	27,539	26,093	5.5	3.6	0.3	0.29	21.9	81.1	4.4
Jessamine	1,402	1,470	1,395	1,445	1,426	1,428	-0.1	4.2	0.5	0.57	22.1	65.9	8.6
Johnson	588	537	508	473	459	527	-12.8	2.7	3.8	1.21	34.2	68.4	4.2
Kenton	5,491	5,706	5,861	5,700	5,621	5,690	-1.2	4.8	0.6	0.23	16.9	77.5	7.8
Knott	413	410	376	384	359	396	-9.3	5.7	3.2	1.39	43.0	64.5	7.6

TABLE 14. MISCELLANEOUS CRASH DATA FOR EACH COUNTY (continued)

COUNTY	NUMBER OF CRASHES BY YEAR					2002-2005 AVERAGE	2006 PERCENT CHANGE	PERCENT OF CRASHES INVOLVING ALCOHOL	PERCENT OF CRASHES INVOLVING DRUGS	PERCENT FATAL CRASHES	PERCENT INJURY OR FATAL CRASHES	SAFETY BELT USAGE RATE**	PERCENT OF CRASHES INVOLVING SPEEDING
	2002	2003	2004	2005	2006								
Knox	838	760	775	628	688	750	-8.3	3.5	2.7	1.36	31.9	66.5	8.3
Larue	301	340	344	264	257	312	-17.7	5.1	0.5	1.73	27.7	58.2	10.5
Laurel	1,641	1,687	1,700	1,693	1,826	1,680	8.7	3.4	1.6	1.11	26.5	69.2	5.8
Lawrence	285	212	165	176	189	210	-9.8	2.8	3.2	1.85	34.8	63.2	4.3
Lee	84	88	107	77	81	89	-9.0	6.2	3.0	3.20	33.6	51.9	10.5
Leslie	264	244	281	228	214	254	-15.8	6.6	4.2	2.36	47.5	59.4	9.9
Letcher	565	451	517	546	471	520	-9.4	6.3	2.6	1.73	42.5	51.2	9.9
Lewis	271	275	282	232	228	265	-14.0	6.9	1.4	1.63	32.8	56.5	6.5
Lincoln	313	474	495	466	516	437	18.1	7.1	1.2	1.59	31.8	62.9	9.8
Livingston	244	256	235	207	228	236	-3.2	7.7	1.8	1.45	30.2	71.1	7.2
Logan	683	631	669	578	615	640	-3.9	4.2	1.0	0.76	25.6	60.4	5.2
Lyon	243	250	224	198	194	229	-15.2	4.6	1.2	0.81	25.3	82.9	10.5
McCracken	2,670	2,643	2,803	2,528	2,540	2,661	-4.5	4.2	0.7	0.42	26.3	65.1	4.9
McCreary	343	293	248	246	217	283	-23.2	6.4	1.6	1.78	35.9	51.3	12.1
McLean	212	199	211	193	174	204	-14.6	5.7	0.8	1.21	29.3	60.3	5.6
Madison	2,655	2,757	2,662	2,618	2,524	2,673	-5.6	4.8	0.6	0.55	18.0	69.4	11.1
Magoffin	259	245	247	190	144	235	-38.8	4.3	4.5	1.47	43.2	59.7	8.1
Marion	496	468	528	461	479	488	-1.9	7.7	0.4	1.27	26.1	43.1	5.5
Marshall	903	937	861	848	853	887	-3.9	4.9	1.7	1.04	27.4	60.7	11.1
Martin	220	157	172	198	194	187	3.9	3.7	6.3	2.13	41.0	55.4	10.8
Mason	684	727	696	650	658	689	-4.5	5.3	0.6	0.44	20.9	53.5	5.5
Meade	501	575	533	568	548	544	0.7	5.4	0.4	1.25	29.2	47.3	4.6
Menifee	76	113	117	127	131	108	21.0	6.7	1.6	1.06	31.9	48.9	8.9
Mercer	622	568	587	563	543	585	-7.2	4.8	0.7	0.62	25.9	60.6	6.5
Metcalfe	228	238	201	228	231	224	3.2	3.8	0.7	1.24	28.7	42.4	4.6
Monroe	155	126	158	161	156	150	4.0	4.1	0.8	2.78	31.7	40.1	4.5
Montgomery	780	766	828	829	750	801	-6.3	5.7	0.9	1.19	27.9	47.1	5.6
Morgan	311	301	253	302	234	292	-19.8	6.1	1.7	0.93	36.8	57.9	19.6
Muhlenberg	885	783	824	793	777	821	-5.4	3.5	1.0	1.28	30.4	61.8	5.9
Nelson	1,255	1,236	1,256	1,105	1,146	1,213	-5.5	5.0	0.5	0.67	23.1	60.1	7.5
Nicholas	168	168	112	105	93	138	-32.7	6.8	0.9	1.08	26.9	50.6	4.3
Ohio	664	702	681	565	530	653	-18.8	4.9	1.2	0.89	31.8	69.0	8.4
Oldham	979	997	958	931	1,009	966	4.4	4.0	0.5	0.47	21.0	83.0	9.7
Owen	235	208	215	192	196	213	-7.8	8.2	0.4	0.76	37.0	57.7	11.5
Owsley	25	98	72	75	96	68	42.2	8.5	4.1	3.01	35.8	41.1	11.7
Pendleton	404	402	404	354	352	391	-10.0	5.6	0.4	1.04	24.9	68.5	6.8
Perry	958	878	862	857	779	889	-12.3	4.2	2.2	1.20	35.3	56.6	7.3
Pike	2,089	2,026	1,984	1,928	1,961	2,007	-2.3	4.6	5.1	1.26	37.4	62.3	7.4
Powell	336	299	319	260	204	304	-32.8	5.4	2.3	1.76	31.2	64.6	6.5
Pulaski	1,838	1,948	2,015	1,932	1,778	1,933	-8.0	3.5	0.9	0.94	21.2	54.2	7.7
Robertson	19	18	21	10	10	17	-41.2	10.3	0.0	2.56	37.2	53.3	9.0
Rockcastle	485	518	546	442	485	498	-2.6	3.3	1.4	1.25	25.4	76.9	11.8
Rowan	922	902	840	841	806	876	-8.0	4.7	0.9	0.79	25.1	54.6	5.9
Russell	206	208	288	318	340	255	33.3	7.9	2.1	1.40	28.0	58.7	6.5
Scott	1,310	1,343	1,279	1,343	1,345	1,319	2.0	4.4	0.4	0.65	25.4	60.8	8.0
Shelby	1,278	1,188	1,221	1,185	1,171	1,218	-3.9	5.1	0.4	0.81	22.1	80.0	7.1
Simpson	514	522	501	503	590	510	15.7	5.3	1.0	0.87	23.1	60.0	5.5
Spencer	248	240	234	242	179	241	-25.7	7.3	1.1	0.96	29.7	70.0	6.3
Taylor	816	782	738	644	714	745	-4.2	4.3	0.6	0.73	19.8	53.3	5.2
Todd	221	222	178	178	162	200	-18.9	4.5	0.6	1.87	28.4	63.8	10.4
Trigg	259	266	288	335	274	287	-4.5	5.1	1.0	1.55	31.3	64.0	7.4
Trimble	183	185	181	196	193	186	3.6	6.9	0.6	1.39	29.9	77.1	12.2
Union	413	398	399	385	341	399	-14.5	3.9	0.5	1.19	32.0	76.3	8.3
Warren	4,440	4,239	4,335	4,189	3,983	4,301	-7.4	3.9	0.7	0.57	21.7	63.0	7.2
Washington	320	273	263	251	249	277	-10.0	5.7	0.8	1.03	26.4	46.5	10.5
Wayne	315	357	381	347	345	350	-1.4	3.7	0.8	1.89	30.4	47.0	7.6
Webster	366	350	308	275	251	325	-22.7	4.8	0.8	1.03	29.4	66.3	8.6
Whitley	882	989	1,025	910	937	952	-1.5	3.8	1.5	1.22	27.1	74.0	8.0
Wolfe	208	213	217	182	171	205	-16.6	6.7	1.8	2.22	35.3	59.4	7.2
Woodford	829	872	805	845	777	838	-7.3	7.0	0.6	0.94	18.7	70.6	7.8
STATEWIDE	130,347	129,828	133,718	128,685	127,252	130,645	-2.6	4.3	0.8	0.65	23.6	67.9	6.7

\* Percent change in the 2004 crash total from the previous four year total

\*\* Based on observation data collected in 2006

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500  
(FOR STATE-MAINTAINED SYSTEM AND ALL ROADS FOR 2002-2006)

CITY	POPULATION	STATE-MAINTAINED SYSTEM		ALL ROADS	
		TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES	CRASH RATE**
Lexington	260,512	12,860	628	63,931	49
Louisville	256,231	20,569	242	108,700	85
Owensboro	54,067	495	71	12,281	45
Bowling Green	49,296	8,486	535	16,004	65
Covington	43,370	3,816	442	10,139	47
Hopkinsville	30,089	4,106	340	6,157	41
Frankfort	27,741	3,621	437	6,071	44
Henderson	27,373	3,094	434	6,839	50
Richmond	27,152	1,335	455	6,661	49
Jeffersonton	26,633	1,502	438	4,517	34
Paducah	26,307	3,125	422	8,876	68
Florence	23,551	4,878	320	9,729	83
Elizabethtown	22,542	4,707	357	6,727	60
Ashland	21,981	2,307	517	5,664	52
Radcliff	21,961	1,646	372	3,002	27
Nicholasville	19,680	1,782	423	4,173	42
Madisonville	19,307	2,642	585	4,396	46
Georgetown	18,080	1,184	537	3,562	39
Newport	17,048	1,909	992	4,816	57
Winchester	16,724	304	94	3,952	47
Erlanger	16,676	1,293	872	3,729	45
Fort Thomas	16,495	320	407	1,278	16
Saint Matthews	15,852	565	484	***	***
Danville	15,477	972	646	3,524	46
Shively	15,157	390	569	4,209	56
Independence	14,982	2,451	399	2,277	30
Murray	14,950	2,007	530	3,655	49
Glasgow	13,019	801	259	3,593	55
Somerset	11,352	2,150	426	4,586	81
Campbellsville	10,498	1,307	596	2,421	46
Middlesboro	10,384	1,074	252	1,813	35
Bardstown	10,374	1,694	479	3,072	59
Mayfield	10,349	92	122	1,989	38
Shelbyville	10,085	1,098	516	2,788	55
Berea	9,851	727	344	2,105	43
Edgewood	9,400	189	662	1,046	22
Lyndon	9,369	***	***	85	2
Paris	9,183	883	405	1,726	38
Lawrenceburg	9,014	395	621	1,044	23
Maysville	8,993	883	272	2,307	51
Mount Washington	8,485	466	308	990	23
Shepherdsville	8,334	958	916	2,737	66
Alexandria	8,286	599	252	1,275	31
Elsmere	8,139	329	459	620	15
Fort Mitchell	8,089	590	602	1,343	33
Harrodsburg	8,014	479	434	1,572	39
Franklin	7,996	559	376	1,282	32
Villa Hills	7,948	137	508	374	9
Corbin	7,742	1,158	474	1,685	44
Flatwoods	7,605	56	47	654	17
Versailles	7,511	543	377	1,909	51
Russellville	7,149	718	296	1,492	42
Oak Grove	7,064	***	***	1,359	39
Taylor Mill	6,913	307	409	1,446	42
Highland Heights	6,554	689	203	1,181	36
Princeton	6,536	465	254	849	26
Bellevue	6,480	89	292	1,102	34
Pikeville	6,295	979	264	2,681	85
Cynthiana	6,258	414	486	1,251	40
Leitchfield	6,139	744	602	1,528	50
Monticello	5,981	604	261	1,069	36
Dayton	5,966	38	257	299	10
Morehead	5,914	1,016	432	2,035	69
Wilmore	5,905	155	462	232	8

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500  
(FOR STATE-MAINTAINED SYSTEM AND ALL ROADS FOR 2002-2006)(continued)

CITY	POPULATION	STATE-MAINTAINED SYSTEM		ALL ROADS	
		TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES	CRASH RATE**
Central City	5,893	537	347	853	29
Mount Sterling	5,876	749	442	1,892	64
Middletown	5,744	***	***	6	0
Lebanon	5,718	893	547	1,256	44
London	5,692	1,607	259	3,370	118
Fort Wright	5,681	770	517	2,513	89
La Grange	5,676	159	291	1,209	43
Williamsburg	5,143	377	117	951	37
Westwood	4,888	***	***	***	***
Hazard	4,806	799	174	2,090	87
Ludlow	4,409	330	860	454	21
Greenville	4,398	461	399	823	37
Scottsville	4,327	469	330	693	32
Benton	4,197	513	617	1,030	49
Vine Grove	4,169	183	293	342	16
Paintsville	4,132	718	578	1,209	59
Columbia	4,014	201	113	1,072	53
Crescent Springs	3,931	***	***	914	47
Grayson	3,877	98	91	865	45
Carrollton	3,846	364	332	897	47
Cold Spring	3,806	684	359	1,212	64
Lancaster	3,734	203	777	633	34
Russell	3,645	320	200	732	40
Prestonsburg	3,612	506	281	1,430	79
Providence	3,611	148	189	245	14
Barbourville	3,589	393	147	771	43
Morganfield	3,494	256	376	625	36
Southgate	3,472	398	669	538	31
Stanford	3,430	150	124	638	37
West Liberty	3,277	233	282	381	23
Williamstown	3,227	***	***	692	43
Marion	3,196	278	342	422	26
Beaver Dam	3,033	121	177	651	43
Stanton	3,029	154	123	509	34
Flemingsburg	3,010	65	83	430	29
Dawson Springs	2,980	169	375	225	15
Park Hills	2,977	100	672	156	11
Union	2,893	***	***	558	39
Crestview Hills	2,889	***	***	1,559	108
Indian Hills	2,882	***	***	254	18
Hodgenville	2,874	200	276	509	35
Lakeside Park	2,869	264	465	260	18
Irvine	2,843	181	184	428	30
Fulton	2,775	55	52	416	30
Calvert City	2,701	136	153	419	31
Tompkinsville	2,660	17	19	390	29
Springfield	2,634	335	358	540	41
Wilder	2,624	***	***	878	67
Cumberland	2,611	44	85	126	10
Mount Vernon	2,592	250	258	706	55
Hartford	2,571	125	378	349	27
Hickman	2,560	49	160	111	9
Morgantown	2,544	101	475	419	33

\* Crashes per 100 million vehicle-miles.

\*\* Crashes per 1,000 population.

\*\*\* No data available.

TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2002-2006) (ALL ROADS)

CITY	POPULATION	FATAL CRASHES		PEDESTRIAN MOTOR VEHICLE CRASHES		BICYCLE MOTOR VEHICLE CRASHES		MOTORCYCLE CRASHES		PERCENT OF CRASHES INVOLVING SPEEDING	PERCENT OF CRASHES INVOLVING ALCOHOL
		NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*		
Lexington	260,512	140	1.07	510	3.90	268	2.10	522	4.0	6.4	4.2
Louisville	256,231	309	2.41	1,437	11.20	691	5.40	1,094	8.5	4.4	3.5
Owensboro	54,067	16	0.59	76	2.80	106	3.90	122	4.5	3.3	3.9
Bowling Green	49,296	32	1.30	81	3.30	47	1.90	143	5.8	5.0	3.0
Covington	43,370	21	0.97	184	8.50	108	5.00	74	3.4	4.6	5.5
Hopkinsville	30,089	27	1.79	50	3.30	33	2.20	80	5.3	7.6	3.7
Frankfort	27,741	13	0.94	39	2.80	10	0.70	43	3.1	8.9	3.3
Henderson	27,373	13	0.95	55	4.00	34	2.50	80	5.8	3.8	2.7
Richmond	27,152	16	1.18	45	3.30	20	1.50	77	5.7	6.6	4.2
Jeffersonton	26,633	13	0.98	27	2.00	16	1.20	19	1.4	4.7	3.0
Paducah	26,307	19	1.44	54	4.10	41	3.10	111	8.4	4.2	3.3
Florence	23,551	17	1.44	53	4.50	23	2.00	80	6.8	4.7	2.7
Elizabethtown	22,542	17	1.51	27	2.40	14	1.20	67	5.9	5.4	2.1
Ashland	21,981	11	1.00	44	4.00	27	2.50	65	5.9	3.3	2.4
Radcliff	21,961	7	0.64	22	2.00	12	1.10	59	5.4	2.9	3.8
Nicholasville	19,680	14	1.42	33	3.40	16	1.60	38	3.9	4.9	3.7
Madisonville	19,307	4	0.41	25	2.60	15	1.60	55	5.7	3.6	2.4
Georgetown	18,080	10	1.11	24	2.70	17	1.90	35	3.9	4.4	3.4
Newport	17,048	5	0.59	98	11.50	50	5.90	47	5.5	3.4	4.5
Winchester	16,724	6	0.72	33	3.90	13	1.60	26	3.1	2.8	3.1
Erlanger	16,676	12	1.44	23	2.80	14	1.70	35	4.2	12.0	3.8
Fort Thomas	16,495	4	0.48	8	1.00	9	1.10	15	1.8	6.8	5.9
Saint Matthews	15,852	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Danville	15,477	12	1.55	25	3.20	7	0.90	41	5.3	3.7	2.4
Shively	15,157	7	0.92	64	8.40	19	2.50	46	6.1	2.1	4.1
Independence	14,982	8	1.07	12	1.60	3	0.40	20	2.7	10.0	5.6
Murray	14,950	10	1.34	24	3.20	11	1.50	41	5.5	2.2	2.3
Glasgow	13,019	5	0.77	14	2.20	7	1.10	23	3.5	3.6	1.8
Somerset	11,352	12	2.11	22	3.90	10	1.80	51	9.0	4.4	2.0
Campbellsville	10,498	6	1.14	13	2.50	9	1.70	24	4.6	3.5	2.6
Middlesboro	10,384	7	1.35	14	2.70	13	2.50	8	1.5	3.1	3.9
Bardstown	10,374	5	0.96	19	3.70	16	3.10	35	6.7	2.9	2.8
Mayfield	10,349	10	1.93	15	2.90	7	1.40	29	5.6	3.1	2.7
Shelbyville	10,085	10	1.98	11	2.20	12	2.40	27	5.4	4.2	4.5
Berea	9,851	6	1.22	12	2.40	7	1.40	26	5.3	7.6	2.5
Edgewood	9,400	0	0.00	5	1.10	4	0.90	11	2.3	9.6	2.9
Lyndon	9,369	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Paris	9,183	1	0.22	18	3.90	7	1.50	21	4.6	3.2	3.2
Lawrenceburg	9,014	0	0.00	5	1.10	4	0.90	10	2.2	2.7	3.9
Maysville	8,993	6	1.33	10	2.20	9	2.00	20	4.4	5.4	4.2
Mount Washington	8,485	6	1.41	6	1.40	1	0.20	14	3.3	2.5	3.5
Shepherdsville	8,334	11	2.64	13	3.10	4	1.00	36	8.6	2.3	2.8
Alexandria	8,286	4	0.97	1	0.20	5	1.20	9	2.2	8.5	2.5
Elsmere	8,139	0	0.00	12	2.90	7	1.70	6	1.5	6.8	6.0
Fort Mitchell	8,089	3	0.74	10	2.50	0	0.00	12	3.0	9.3	4.8
Harrodsburg	8,014	5	1.25	13	3.20	2	0.50	18	4.5	4.1	3.0
Franklin	7,996	2	0.50	12	3.00	8	2.00	17	4.3	2.3	4.1
Villa Hills	7,948	3	0.75	3	0.80	1	0.30	8	2.0	16.8	4.5
Corbin	7,742	6	1.55	11	2.80	3	0.80	17	4.4	4.6	2.3
Flatwoods	7,605	1	0.26	7	1.80	7	1.80	7	1.8	7.0	2.9
Versailles	7,511	9	2.40	18	4.80	6	1.60	15	4.0	4.4	5.6
Russellville	7,149	3	0.84	8	2.20	9	2.50	12	3.4	3.2	2.2
Oak Grove	7,064	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Taylor Mill	6,913	2	0.58	4	1.20	1	0.30	6	1.7	11.8	2.7
Highland Heights	6,554	3	0.92	2	0.60	3	0.90	4	1.2	9.3	2.6
Princeton	6,536	2	0.61	6	1.80	5	1.50	8	2.4	4.7	3.4
Bellevue	6,480	3	0.93	16	4.90	15	4.60	9	2.8	3.0	4.4
Pikeville	6,295	14	4.45	12	3.80	3	1.00	43	13.7	5.1	3.9
Cynthiana	6,258	2	0.64	12	3.80	5	1.60	14	4.5	3.3	3.5
Leitchfield	6,139	6	1.95	19	6.20	6	2.00	15	4.9	2.7	1.7
Monticello	5,981	13	4.35	8	2.70	4	1.30	5	1.7	6.4	3.4
Dayton	5,966	1	0.34	8	2.70	5	1.70	4	1.3	3.3	6.7

TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2002-2006) (ALL ROADS)(continued)

CITY	POPULATION	FATAL CRASHES		PEDESTRIAN MOTOR VEHICLE CRASHES		BICYCLE MOTOR VEHICLE CRASHES		MOTORCYCLE CRASHES		PERCENT OF CRASHES INVOLVING SPEEDING	PERCENT OF CRASHES INVOLVING ALCOHOL
		NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*		
Morehead	5,914	3	1.01	8	2.70	5	1.70	14	4.7	2.4	2.2
Wilmore	5,905	1	0.34	2	0.70	0	0.00	0	0.0	8.6	2.6
Central City	5,893	8	2.72	3	1.00	4	1.40	15	5.1	3.6	2.6
Mount Sterling	5,876	7	2.38	12	4.10	1	0.30	18	6.1	2.3	4.0
Middletown	5,744	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Lebanon	5,718	5	1.75	9	3.10	8	2.80	7	2.4	2.3	3.3
London	5,692	11	3.87	12	4.20	5	1.80	25	8.8	3.3	2.3
Fort Wright	5,681	0	0.00	4	1.40	1	0.40	11	3.9	6.8	3.3
La Grange	5,676	5	1.76	9	3.20	0	0.00	9	3.2	4.0	2.7
Williamsburg	5,143	5	1.94	11	4.30	2	0.80	8	3.1	4.2	2.4
Hazard	4,806	11	4.58	10	4.20	2	0.80	13	5.4	3.2	2.8
Ludlow	4,409	0	0.00	15	6.80	6	2.70	5	2.3	4.4	7.5
Greenville	4,398	2	0.91	3	1.40	2	0.90	13	5.9	3.0	3.2
Scottsville	4,327	2	0.92	0	0.00	3	1.40	13	6.0	3.9	3.5
Benton	4,197	6	2.86	12	5.70	2	1.00	13	6.2	5.7	1.5
Vine Grove	4,169	3	1.44	2	1.00	3	1.40	3	1.4	7.3	6.1
Paintsville	4,132	12	5.81	9	4.40	3	1.50	13	6.3	1.5	1.1
Columbia	4,014	2	1.00	6	3.00	2	1.00	11	5.5	3.5	2.7
Crescent Springs	3,931	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Grayson	3,877	3	1.55	9	4.60	1	0.50	11	5.7	4.0	2.7
Carrollton	3,846	2	1.04	8	4.20	4	2.10	15	7.8	1.8	3.6
Cold Spring	3,806	5	2.63	4	2.10	3	1.60	9	4.7	4.4	3.1
Lancaster	3,734	1	0.54	8	4.30	4	2.10	7	3.7	5.1	2.7
Russell	3,645	3	1.65	0	0.00	2	1.10	13	7.1	5.6	3.3
Prestonsburg	3,612	15	8.31	8	4.40	2	1.10	20	11.1	5.5	3.8
Providence	3,611	1	0.55	2	1.10	0	0.00	7	3.9	2.9	2.4
Barbourville	3,589	3	1.67	11	6.10	0	0.00	11	6.1	3.8	2.2
Morganfield	3,494	4	2.29	8	4.60	5	2.90	11	6.3	3.4	3.2
Southgate	3,472	1	0.58	1	0.60	2	1.20	3	1.7	8.4	4.6
Stanford	3,430	6	3.50	4	2.30	2	1.20	9	5.2	4.9	3.8
West Liberty	3,277	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Williamstown	3,227	2	1.24	9	5.60	0	0.00	5	3.1	8.4	2.9
Marion	3,196	2	1.25	4	2.50	1	0.60	7	4.4	3.8	2.1
Beaver Dam	3,033	1	0.66	1	0.70	1	0.70	6	4.0	4.0	2.9
Stanton	3,029	2	1.32	3	2.00	0	0.00	8	5.3	3.3	2.6
Flemingsburg	3,010	2	1.33	4	2.70	2	1.30	3	2.0	3.7	2.8
Dawson Springs	2,980	0	0.00	3	2.00	0	0.00	2	1.3	4.9	2.2
Park Hills	2,977	0	0.00	0	0.00	0	0.00	1	0.7	9.6	3.8
Union	2,893	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Crestview Hills	2,889	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Indian Hills	2,882	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Hodgenville	2,874	2	1.39	2	1.40	3	2.10	6	4.2	7.3	3.1
Lakeside Park	2,869	0	0.00	2	1.40	0	0.00	1	0.7	6.2	5.0
Irvine	2,843	2	1.41	8	5.60	1	0.70	5	3.5	3.3	3.7
Fulton	2,775	3	2.16	4	2.90	2	1.40	7	5.0	4.8	4.1
Calvert City	2,701	6	4.44	1	0.70	1	0.70	10	7.4	9.8	5.5
Tompkinsville	2,660	6	4.51	1	0.80	2	1.50	6	4.5	3.1	1.8
Springfield	2,634	2	1.52	7	5.30	2	1.50	7	5.3	6.5	2.0
Wilder	2,624	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Cumberland	2,611	0	0.00	2	1.50	0	0.00	3	2.3	4.0	4.0
Mount Vernon	2,592	4	3.09	5	3.90	1	0.80	6	4.6	6.1	1.4
Hartford	2,571	1	0.78	1	0.80	1	0.80	3	2.3	1.7	2.6
Hickman	2,560	1	0.78	0	0.00	2	1.60	2	1.6	7.2	6.3
Morgantown	2,544	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
STATEWIDE	1,619,469	1,093	1.35	3,679	4.5	1,922	2.37	3,994	4.9	4.8	3.4

\* Crashes per 10,000 population

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2002-2006)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2002-2006)	AVERAGE RATE (C/100 MVM)*
OVER 200,000	2	317	Lexington	12,860	628
			Louisville	20,569	242
20,000-55,000	13	392	Bowling Green	8,486	535
			Ashland	2,307	517
			Richmond	1,335	455
			Covington	3,816	442
			Jeffersonton	1,502	438
			Frankfort	3,621	437
			Henderson	3,094	434
			Paducah	3,125	422
			Radcliff	1,646	372
			Elizabethtown	4,707	357
			Hopkinsville	4,106	340
			Florence	4,878	320
			Owensboro	495	71
10,000-19,999	19	457	Newport	1,909	992
			Erlanger	1,293	872
			Danville	972	646
			Campbellsville	1,307	596
			Madisonville	2,642	585
			Shively	390	569
			Georgetown	1,184	537
			Murray	2,007	530
			Shelbyville	1,098	516
			Saint Matthews	565	484
			Bardstown	1,694	479
			Somerset	2,150	426
			Nicholasville	1,782	423
			Fort Thomas	320	407
			Independence	2,451	399
			Glasgow	801	259
			Middlesboro	1,074	252
			Mayfield	92	122
			Winchester	304	94
			5,000-9,999	35	343
Edgewood	189	662			
Lawrenceburg	395	621			
Fort Mitchell	590	602			
Leitchfield	744	602			
Lebanon	893	547			
Fort Wright	770	517			
Villa Hills	137	508			
Cynthiana	414	486			
Corbin	1,158	474			
Wilmore	155	462			
Elsmere	329	459			
Mount Sterling	749	442			
Harrodsburg	479	434			
Morehead	1,016	432			
Taylor Mill	307	409			
Paris	883	405			
Versailles	543	377			
Franklin	559	376			
Central City	537	347			
Berea	727	344			
Mount Washington	466	308			
Russellville	718	296			
Bellevue	89	292			
La Grange	159	291			
Maysville	883	272			

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2002-2006)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2002-2006)	AVERAGE RATE (C/100 MVM)*
5,000-9,999 (cont.)	35	343	Pikeville	979	264
			Monticello	604	261
			London	1,607	259
			Dayton	38	257
			Princeton	465	254
			Alexandria	599	252
			Highland Heights	689	203
			Williamsburg	377	117
			Flatwoods	56	47
2,500-4,999	38	258	Ludlow	330	860
			Lancaster	203	777
			Park Hills	100	672
			Southgate	398	669
			Benton	513	617
			Paintsville	718	578
			Morgantown	101	475
			Lakeside Park	264	465
			Greenville	461	399
			Hartford	125	378
			Morganfield	256	376
			Dawson Springs	169	375
			Cold Spring	684	359
			Springfield	335	358
			Marion	278	342
			Carrollton	364	332
			Scottsville	469	330
			Vine Grove	183	293
			West Liberty	233	282
			Prestonsburg	506	281
			Hodgenville	200	276
			Mount Vernon	250	258
			Russell	320	200
			Providence	148	189
			Irvine	181	184
			Beaver Dam	121	177
			Hazard	799	174
			Hickman	49	160
			Calvert City	136	153
			Barbourville	393	147
			Stanford	150	124
			Stanton	154	123
Columbia	201	113			
Grayson	98	91			
Cumberland	44	85			
Flemingsburg	65	83			
Fulton	55	52			
Tompkinsville	17	19			
1,000-2,499	57	213	Dry Ridge	162	727
			Walton	334	444
			Uniontown	42	407
			Edmonton	227	392
			Owingsville	161	384
			Jackson	403	365
			Munfordville	207	352
			Albany	290	346
			Harlan	487	332
			Sebree	93	321
			Vanceburg	82	321
			Eminence	137	306
			Lewisport	4	298

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION  
CATEGORY (2002-2006)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2002-2006)	AVERAGE RATE (C/100 MVM)*
1,000-2,499 (cont.)	57	213	Jenkins	89	287
			Liberty	355	282
			Nortonville	58	279
			Earlington	115	270
			Louisa	189	263
			Evarts	109	260
			Manchester	369	253
			Sturgis	73	250
			Junction City	23	247
			Catlettsburg	376	235
			Falmouth	251	235
			Clay City	82	232
			Livermore	47	220
			Owenton	108	218
			Anchorage	20	204
			Lebanon Junction	61	202
			Lacenter	79	198
			Horse Cave	183	187
			Warsaw	3	185
			Salyersville	172	185
			Eddyville	139	177
			Hardinsburg	59	172
			Elkhorn City	20	172
			Brandenburg	162	166
			Olive Hill	56	153
			Jamestown	138	151
			Clay	18	144
			Whitesburg	310	143
			Muldraugh	60	124
			Russell Springs	136	122
			Beattyville	70	117
			Raceland	103	117
			South Shore	45	114
			Cadiz	88	109
			Worthington	7	95
			Burkesville	65	92
			Pineville	79	90
			Greensburg	30	76
			Carlisle	17	75
			Elkton	17	62
			Clinton	26	50
			Cloverport	26	50
			Auburn	3	37
			Cave City	16	22

\* Crashes per 100 million vehicle-miles

TABLE 18. TOTAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER)  
(2002-2006)(ALL ROADS)

CITY	NUMBER OF CRASHES (2002-2006)	ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION)	CITY	NUMBER OF CRASHES (2002-2006)	ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION)
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Louisville	*****	84.8 *	Crestview Hills	1,559	107.9 *
Lexington	63,931	49.1	Hazard	2,090	87.0 *
POPULATION CATEGORY 20,000-55,000			Prestonsburg	1,430	79.2 *
Florence	9,729	82.6 *	Wilder	878	66.9 *
Paducah	8,876	67.5 *	Cold Spring	1,212	63.7 *
Bowling Green	16,004	64.9 *	Paintsville	1,209	58.5 *
Elizabethtown	6,727	59.7 *	Mount Vernon	706	54.5 *
Ashland	5,664	51.5	Columbia	1,072	53.4 *
Henderson	6,839	50.0	Benton	1,030	49.1
Richmond	6,661	49.1	Carrollton	897	46.6
Covington	10,139	46.8	Crescent Springs	914	46.5
Owensboro	12,281	45.4	Grayson	865	44.6
Frankfort	6,071	43.8	Barbourville	771	43.0
Hopkinsville	6,157	40.9	Williamstown	692	42.9
Jeffersontown	4,517	33.9	Beaver Dam	651	42.9
Radcliff	3,002	27.3	Springfield	540	41.0
POPULATION CATEGORY 10,000-19,999			Russell	732	40.2
Somerset	4,586	80.8 *	Union	558	38.6
Bardstown	3,072	59.2 *	Greenville	823	37.4
Newport	4,816	56.5	Stanford	638	37.2
Shively	4,209	55.5	Morganfield	625	35.8
Shelbyville	2,788	55.3	Hodgenville	509	35.4
Glasgow	3,593	55.2	Lancaster	633	33.9
Murray	3,655	48.9	Stanton	509	33.6
Winchester	3,952	47.3	Morgantown	419	32.9
Campbellsville	2,421	46.1	Scottsville	693	32.0
Madisonville	4,396	45.5	Southgate	538	31.0
Danville	3,524	45.5	Calvert City	419	31.0
Erlanger	3,729	44.7	Irvine	428	30.1
Nicholasville	4,173	42.4	Fulton	416	30.0
Georgetown	3,562	39.4	Tompkinsville	390	29.3
Mayfield	1,989	38.4	Flemingsburg	430	28.6
Middlesboro	1,813	34.9	Hartford	349	27.1
Independence	2,277	30.4	Marion	422	26.4
Fort Thomas	1,278	15.5	West Liberty	381	23.3
POPULATION CATEGORY 5,000-9,999			Ludlow	454	20.6
London	3,370	118.4 *	Ludlow	454	20.6
Fort Wright	2,513	88.5 *	Indian Hills	254	17.6
Pikeville	2,681	85.2 *	Vine Grove	342	16.4
Morehead	2,035	68.8 *	Dawson Springs	225	15.1
Shepherdsville	2,737	65.7 *	Providence	245	13.6
Mount Sterling	1,892	64.4 *	Park Hills	156	10.5
Maysville	2,307	51.3 *	Cumberland	126	9.7
Versailles	1,909	50.8 *	Hickman	111	8.7
Leitchfield	1,528	49.8 *			
Lebanon	1,256	43.9			
Corbin	1,685	43.5			
Berea	2,105	42.7			
La Grange	1,209	42.6			
Taylor Mill	1,446	41.8			
Russellville	1,492	41.7			
Cynthiana	1,251	40.0			
Harrodsburg	1,572	39.2			
Oak Grove	1,359	38.5			
Paris	1,726	37.6			
Williamsburg	951	37.0			
Highland Heights	1,181	36.0			
Monticello	1,069	35.7			
Bellevue	1,102	34.0			
Fort Mitchell	1,343	33.2			
Franklin	1,282	32.1			
Alexandria	1,275	30.8			
Central City	853	28.9			
Princeton	849	26.0			
Mount Washington	990	23.3			
Lawrenceburg	1,044	23.2			
Edgewood	1,046	22.3			
Flatwoods	654	17.2			
Elsmere	620	15.2			
Dayton	299	10.0			
Villa Hills	374	9.4			
Wilmore	232	7.9			
Lyndon	85	1.8			
Middletown	6	0.2			

\* Critical crash rate

TABLE 19. FATAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2002-2006)(ALL ROADS)

CITY	NUMBER OF CRASHES (2002-2006)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)	CITY	NUMBER OF CRASHES (2002-2006)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Louisville	309	2.41	Prestonsburg	15	8.31
Lexington	140	1.07	Paintsville	12	5.81
POPULATION CATEGORY 20,000-55,000			Hazard	11	4.58
Hopkinsville	27	1.79	Tompkinsville	6	4.51
Elizabethtown	17	1.51	Calvert City	6	4.44
Florence	17	1.44	Stanford	6	3.50
Paducah	19	1.44	Mount Vernon	4	3.09
Bowling Green	32	1.30	Benton	6	2.86
Richmond	16	1.18	Cold Spring	5	2.63
Ashland	11	1.00	Morganfield	4	2.29
Jeffersontown	13	0.98	Fulton	3	2.16
Covington	21	0.97	Barbourville	3	1.67
Henderson	13	0.95	Russell	3	1.65
Frankfort	13	0.94	Grayson	3	1.55
Radcliff	7	0.64	Springfield	2	1.52
Owensboro	16	0.59	Vine Grove	3	1.44
POPULATION CATEGORY 10,000-19,999			Irvine	2	1.41
Somerset	12	2.11	Hodgenville	2	1.39
Shelbyville	10	1.98	Flemingsburg	2	1.33
Mayfield	10	1.93	Stanton	2	1.32
Danville	12	1.55	Marion	2	1.25
Erlanger	12	1.44	Williamstown	2	1.24
Nicholasville	14	1.42	Carrollton	2	1.04
Middlesboro	7	1.35	Columbia	2	1.00
Murray	10	1.34	Scottsville	2	0.92
Campbellsville	6	1.14	Greenville	2	0.91
Georgetown	10	1.11	Hartford	1	0.78
Independence	8	1.07	Hickman	1	0.78
Bardstown	5	0.96	Beaver Dam	1	0.66
Shively	7	0.92	Southgate	1	0.58
Glasgow	5	0.77	Providence	1	0.55
Winchester	6	0.72			
Newport	5	0.59			
Fort Thomas	4	0.48			
Madisonville	4	0.41			
POPULATION CATEGORY 5,000-9,999					
Pikeville	14	4.45			
Monticello	13	4.35			
London	11	3.87			
Central City	8	2.72			
Shepherdsville	11	2.64			
Versailles	9	2.40			
Mount Sterling	7	2.38			
Leitchfield	6	1.95			
Williamsburg	5	1.94			
La Grange	5	1.76			
Lebanon	5	1.75			
Corbin	6	1.55			
Mount Washington	6	1.41			
Maysville	6	1.33			
Harrodsburg	5	1.25			
Berea	6	1.22			
Morehead	3	1.01			
Alexandria	4	0.97			
Bellevue	3	0.93			
Highland Heights	3	0.92			
Russellville	3	0.84			
Villa Hills	3	0.75			
Fort Mitchell	3	0.74			
Cynthiana	2	0.64			
Princeton	2	0.61			
Taylor Mill	2	0.58			
Franklin	2	0.50			
Wilmore	1	0.34			
Dayton	1	0.34			
Flatwoods	1	0.26			
Paris	1	0.22			

\* Critical crash rate

TABLE 20. CRASHES INVOLVING ALCOHOL BY COUNTY AND POPULATION CATEGORY  
(IN ORDER OF DECREASING PERCENTAGES)

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2002 - 2006)		PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL	
	ALL	AGE 16-20	ALL	AGE 16-20
POPULATION CATEGORY UNDER 10,000				
Robertson	8	1	10.3	5.9
Owsley	31	2	8.5	2.3
Cumberland	32	5	8.4	4.5
Livingston	90	3	7.7	0.9
Ballard	67	7	7.4	2.9
Elliott	39	5	7.4	3.6
Gallatin	88	11	7.0	4.1
Trimble	65	12	6.9	4.6
Nicholas	44	6	6.8	2.6
Menifee	38	5	6.7	3.0
Wolfe	66	8	6.7	4.0
Lee	27	3	6.2	2.7
Fulton	50	7	5.8	2.9
Hickman	20	3	5.8	3.6
Bracken	55	6	5.7	2.3
Clinton	54	4	5.7	1.5
McLean	56	12	5.7	3.9
Carlisle	23	0	4.7	0.0
Lyon	51	6	4.6	2.5
Hancock	31	3	4.3	1.3
Crittenden	44	3	4.2	0.9
POPULATION CATEGORY 10,000 - 14,999				
Owen	86	12	8.2	3.9
Spencer	83	12	7.3	3.6
Lewis	89	11	6.9	3.4
Bath	89	10	6.8	2.8
Leslie	81	5	6.6	1.8
Morgan	85	6	6.1	1.7
Fleming	80	8	6.0	2.0
Washington	77	10	5.7	2.4
Pendleton	107	12	5.6	1.9
Powell	76	11	5.4	2.9
Edmonson	53	3	5.3	1.0
Jackson	61	7	5.2	2.1
Carroll	112	9	5.1	1.7
Larue	77	8	5.1	1.7
Trigg	72	6	5.1	1.6
Garrard	101	7	5.0	1.3
Webster	74	8	4.8	1.8
Todd	43	6	4.5	2.0
Magoffin	47	3	4.3	1.3
Butler	47	6	4.1	1.4
Monroe	31	4	4.1	1.5
Caldwell	60	8	4.0	1.8
Metcalfe	43	6	3.8	2.1
Martin	35	2	3.7	0.8
Green	28	3	3.1	1.1
POPULATION CATEGORY 15,000 - 24,999				
Casey	88	10	8.2	2.7
Russell	107	8	7.9	2.1
Marion	188	25	7.7	3.5
Lincoln	161	15	7.1	2.5
Woodford	288	38	7.0	3.7
McCreary	86	7	6.4	2.0
Henry	106	12	5.8	2.7
Montgomery	226	25	5.7	2.1
Knott	111	13	5.7	2.9
Estill	76	6	5.7	1.6
Harrison	148	15	5.6	1.7
Breathitt	101	13	5.5	2.9
Bourbon	165	12	5.3	1.5

TABLE 20. CRASHES INVOLVING ALCOHOL BY COUNTY AND POPULATION CATEGORY  
(IN ORDER OF DECREASING PERCENTAGES) (continued)

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2002 - 2006)		PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL	
	ALL	AGE 16-20	ALL	AGE 16-20
POPULATION CATEGORY 15,000 - 24,999 (continued)				
Simpson	139	13	5.3	1.9
Mason	180	21	5.3	2.3
Allen	99	10	5.0	1.7
Clay	108	5	5.0	1.1
Anderson	116	7	4.9	0.9
Ohio	153	15	4.9	1.6
Breckinridge	65	8	4.9	1.7
Mercer	139	14	4.8	1.8
Rowan	202	28	4.7	1.9
Hart	96	8	4.4	1.6
Grayson	149	14	4.3	1.3
Taylor	157	23	4.3	1.7
Adair	89	16	4.1	2.4
Union	75	7	3.9	1.4
Grant	147	15	3.8	1.6
Wayne	65	8	3.7	1.4
Rockcastle	81	6	3.3	1.1
Lawrence	29	3	2.8	1.1
Johnson	70	5	2.7	0.6
POPULATION CATEGORY 25,000 - 49,999				
Letcher	160	13	6.3	2.3
Floyd	286	34	5.8	3.2
Meade	146	16	5.4	2.0
Shelby	306	32	5.1	2.0
Nelson	300	32	5.0	1.7
Graves	228	27	5.0	2.1
Carter	150	13	5.0	1.6
Marshall	216	28	4.9	2.1
Harlan	147	14	4.5	1.8
Scott	288	26	4.4	1.5
Logan	134	16	4.2	1.6
Jessamine	301	32	4.2	1.6
Perry	182	9	4.2	0.9
Bell	147	13	4.1	1.3
Oldham	196	31	4.0	1.9
Franklin	348	25	4.0	1.2
Calloway	217	37	4.0	1.9
Greenup	134	15	3.9	1.5
Whitley	178	18	3.8	1.3
Clark	211	22	3.6	1.4
Muhlenberg	144	13	3.5	1.2
Boyle	159	14	3.5	1.0
Knox	130	13	3.5	1.4
Hopkins	267	28	3.4	1.4
Henderson	303	30	3.3	1.0
Boyd	293	25	3.0	0.9
Barren	208	23	3.0	1.1
POPULATION CATEGORY 50,000 - OVER				
Christian	476	41	5.0	1.8
Campbell	699	57	4.8	1.4
Kenton	1359	109	4.8	1.6
Madison	632	74	4.8	1.8
Pike	463	39	4.6	1.7
Daviess	718	99	4.4	1.6
McCracken	559	67	4.2	1.8
Fayette	2696	287	4.2	1.6
Bullitt	312	28	4.2	1.3
Warren	822	97	3.9	1.3
Jefferson	4813	388	3.6	1.3
Pulaski	337	30	3.5	1.1
Boone	681	75	3.5	1.3
Hardin	501	56	3.5	1.4
Laurel	287	30	3.4	1.4

TABLE 21. CRASHES INVOLVING ALCOHOL BY CITY AND POPULATION CATEGORY(IN ORDER OF DECREASING PERCENTAGES)(2002-2006)

CITY	NUMBER OF ALCOHOL-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING ALCOHOL	CITY	NUMBER OF ALCOHOL-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING ALCOHOL
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Lexington	2,690	4.2	Ludlow	34	7.5
Louisville	3,799	3.5	Hickman	7	6.3
POPULATION CATEGORY 20,000-55,000			Vine Grove	21	6.1
Covington	554	5.5	Calvert City	23	5.5
Richmond	278	4.2	Lakeside Park	13	5.0
Owensboro	475	3.9	Southgate	25	4.6
Radcliff	113	3.8	Fulton	17	4.1
Hopkinsville	229	3.7	Cumberland	5	4.0
Paducah	289	3.3	Stanford	24	3.8
Frankfort	203	3.3	Park Hills	6	3.8
Bowling Green	479	3.0	Prestonsburg	54	3.8
Jeffersontown	136	3.0	Irvine	16	3.7
Florence	259	2.7	Carrollton	32	3.6
Henderson	188	2.7	Scottsville	24	3.5
Ashland	138	2.4	Russell	24	3.3
Elizabethtown	138	2.1	Morganfield	20	3.2
POPULATION CATEGORY 10,000-19,999			Morganfield	20	3.2
Fort Thomas	75	5.9	Hodgenville	16	3.1
Independence	127	5.6	Cold Spring	38	3.1
Shelbyville	126	4.5	Williamstown	20	2.9
Newport	219	4.5	Beaver Dam	19	2.9
Shively	171	4.1	Hazard	59	2.8
Middlesboro	70	3.9	Flemingsburg	12	2.8
Erlanger	141	3.8	Grayson	23	2.7
Nicholasville	156	3.7	Lancaster	17	2.7
Georgetown	120	3.4	Columbia	29	2.7
Winchester	121	3.1	Stanton	13	2.6
Bardstown	87	2.8	Hartford	9	2.6
Mayfield	53	2.7	Providence	6	2.4
Campbellsville	64	2.6	Barbourville	17	2.2
Madisonville	106	2.4	Dawson Springs	5	2.2
Danville	86	2.4	Marion	9	2.1
Murray	83	2.3	Springfield	11	2.0
Somerset	92	2.0	Tompkinsville	7	1.8
Glasgow	63	1.8	Benton	15	1.5
POPULATION CATEGORY 5,000-9,999			Mount Vernon	10	1.4
Dayton	20	6.7	Mount Vernon	10	1.4
Elsmere	37	6.0			
Versailles	107	5.6			
Fort Mitchell	64	4.8			
Villa Hills	17	4.5			
Bellevue	48	4.4			
Maysville	98	4.2			
Franklin	52	4.1			
Mount Sterling	76	4.0			
Lawrenceburg	41	3.9			
Pikeville	105	3.9			
Mount Washington	35	3.5			
Cynthiana	44	3.5			
Monticello	36	3.4			
Princeton	29	3.4			
Lebanon	41	3.3			
Fort Wright	82	3.3			
Paris	56	3.2			
Harrodsburg	47	3.0			
Flatwoods	19	2.9			
Edgewood	30	2.9			
Shepherdsville	77	2.8			
Taylor Mill	39	2.7			
La Grange	33	2.7			
Highland Heights	31	2.6			
Central City	22	2.6			
Wilmore	6	2.6			
Alexandria	32	2.5			
Berea	53	2.5			
Williamsburg	23	2.4			
London	77	2.3			
Corbin	38	2.3			
Morehead	45	2.2			
Russellville	33	2.2			
Leitchfield	26	1.7			

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2002 - 2006)

COUNTY						TOTAL	ANNUAL AVERAGE	ALCOHOL
	2002	2003	2004	2005	2006	ALCOHOL CONVICTIONS (FIVE YEARS)**	ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	CONVICTIONS PER ALCOHOL- RELATED CRASH
Adair	170	120	142	83	104	619	10.4	7.0
Allen	90	90	75	83	113	451	7.0	4.6
Anderson	145	131	134	116	153	679	8.8	5.9
Ballard	72	73	69	48	43	305	9.7	4.6
Barren	202	158	158	148	179	845	5.9	4.1
Bath	61	44	59	48	47	259	6.3	2.9
Bell	204	205	273	322	358	1,362	15.5	9.3
Boone	569	605	597	652	749	3,172	8.1	4.7
Bourbon	130	152	155	169	168	774	11.0	4.7
Boyd	295	337	385	296	304	1,617	9.2	5.5
Boyle	105	131	168	175	183	762	7.8	4.8
Bracken	48	37	34	24	21	164	5.3	3.0
Breathitt	65	89	118	102	120	494	10.2	4.9
Breckinridge	94	65	62	66	73	360	5.2	5.5
Bullitt	213	246	246	249	311	1,265	4.9	4.1
Butler	68	66	60	84	84	362	7.8	7.7
Caldwell	90	86	57	51	60	344	7.1	5.7
Calloway	196	222	222	237	260	1,137	9.4	5.2
Campbell	951	800	636	597	592	3,576	11.6	5.1
Carlisle	11	15	16	19	25	86	4.2	3.7
Carroll	138	149	133	121	92	633	17.2	5.7
Carter	174	125	117	82	77	575	6.0	3.8
Casey	120	175	133	151	145	724	13.6	8.2
Christian	461	530	457	445	449	2,342	12.2	4.9
Clark	275	355	323	259	276	1,488	11.8	7.1
Clay	137	126	192	177	171	803	12.0	7.4
Clinton	93	80	82	108	80	443	12.6	8.2
Crittenden	63	36	35	24	25	183	5.5	4.2
Cumberland	104	81	79	87	91	442	17.5	13.8
Daviess	689	780	705	695	875	3,744	11.1	5.2
Edmonson	31	32	32	37	57	189	4.3	3.6
Elliott	38	31	31	21	30	151	6.6	3.9
Estill	120	98	79	53	48	398	7.7	5.2
Fayette	1,976	2,084	1,951	2,039	1,923	9,973	11.0	3.7
Fleming	70	65	59	62	65	321	6.3	4.0
Floyd	370	341	369	326	340	1,746	12.6	6.1
Franklin	332	333	278	308	325	1,576	9.0	4.5
Fulton	86	79	56	47	81	349	15.2	7.0
Gallatin	92	62	91	85	72	402	13.4	4.6
Garrard	71	88	118	59	153	489	8.4	4.8
Grant	189	235	226	179	194	1,023	11.9	7.0
Graves	297	206	230	236	212	1,181	8.8	5.2
Grayson	137	139	106	108	99	589	6.5	4.0
Green	33	46	59	70	45	253	6.2	9.0
Greenup	400	295	246	215	196	1,352	9.9	10.1
Hancock	35	40	35	47	40	197	6.1	6.4
Hardin	511	582	637	659	678	3,067	9.1	6.1
Harlan	354	345	375	344	221	1,639	16.0	11.1
Harrison	73	77	81	76	65	372	5.7	2.5
Hart	75	72	69	68	90	374	6.2	3.9
Henderson	525	427	467	334	366	2,119	12.8	7.0
Henry	90	101	148	129	155	623	11.1	5.9
Hickman	42	30	20	27	24	143	8.0	7.2
Hopkins	423	289	319	305	390	1,726	10.1	6.5
Jackson	80	70	66	43	32	291	6.3	4.8
Jefferson	2,922	2,499	2,289	1,947	2,070	11,727	4.8	2.4
Jessamine	467	305	295	280	355	1,702	11.0	5.7
Johnson	125	106	130	123	152	636	7.8	9.1
Kenton	810	693	677	666	719	3,565	6.6	2.6
Knott	113	84	123	92	110	522	9.5	4.7
Knox	251	291	255	209	218	1,224	11.8	9.4
Larue	50	41	63	35	54	243	4.8	3.2
Laurel	365	405	477	491	537	2,275	11.6	7.9

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2002 - 2006) (continued)

COUNTY						TOTAL	ANNUAL AVERAGE	ALCOHOL
	2002	2003	2004	2005	2006	ALCOHOL CONVICTIONS (FIVE YEARS)**	ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	CONVICTIONS PER ALCOHOL- RELATED CRASH
Lawrence	89	112	174	141	112	628	11.0	21.7
Lee	42	27	34	39	44	186	7.5	6.9
Leslie	35	48	140	70	112	405	9.8	5.0
Letcher	148	108	131	143	204	734	8.7	4.6
Lewis	79	72	80	80	78	389	8.1	4.4
Lincoln	74	107	116	86	109	492	5.7	3.1
Livingston	54	77	66	59	83	339	9.1	3.8
Logan	180	187	186	194	291	1,038	10.9	7.7
Lyon	100	110	117	109	107	543	18.4	10.6
McCracken	523	537	560	449	414	2,483	9.9	4.4
McCreary	77	94	105	152	163	591	10.8	6.9
McLean	45	74	143	66	60	388	10.7	6.9
Madison	733	537	196	597	597	2,660	10.2	4.2
Magoffin	71	125	83	89	167	535	12.3	11.4
Marion	251	191	99	126	146	813	13.0	4.3
Marshall	135	146	541	158	171	1,151	9.4	5.3
Martin	133	89	175	94	102	593	15.1	16.9
Mason	110	83	57	95	97	442	7.2	2.5
Meade	155	165	185	130	140	775	8.4	5.3
Menifee	26	51	36	23	38	174	7.4	4.6
Mercer	109	127	137	183	157	713	8.9	5.1
Metcalfe	30	31	25	31	31	148	4.1	3.4
Monroe	70	52	38	41	90	291	7.1	9.4
Montgomery	176	151	169	117	130	743	8.3	3.3
Morgan	96	66	66	83	76	387	9.0	4.6
Muhlenberg	226	182	192	218	231	1,049	9.2	7.3
Nelson	312	287	238	185	171	1,193	7.8	4.0
Nicholas	40	30	26	15	33	144	5.4	3.3
Ohio	143	121	128	101	172	665	7.9	4.3
Oldham	210	166	160	158	177	871	4.5	4.4
Owen	46	42	48	40	34	210	5.5	2.4
Owsley	35	33	32	20	34	154	9.3	5.0
Pendleton	108	69	54	49	47	327	6.0	3.1
Perry	293	155	193	164	180	985	9.9	5.4
Pike	410	439	499	431	377	2,156	9.7	4.7
Powell	143	102	141	155	166	707	15.2	9.3
Pulaski	334	298	383	425	351	1,791	8.2	5.3
Robertson	9	3	12	2	5	31	3.8	3.9
Rockcastle	112	119	101	138	155	625	10.8	7.7
Rowan	298	171	207	220	218	1,114	15.6	5.5
Russell	126	143	128	103	119	619	9.9	5.8
Scott	207	162	120	145	190	824	5.6	2.9
Shelby	240	343	421	422	340	1,766	13.3	5.8
Simpson	80	97	103	121	136	537	8.6	3.9
Spencer	68	52	106	66	88	380	6.6	4.6
Taylor	180	218	160	150	212	920	10.8	5.9
Todd	61	76	94	90	71	392	9.8	9.1
Trigg	116	70	74	68	70	398	7.9	5.5
Trimble	25	45	34	23	40	167	5.1	2.6
Union	149	128	118	128	157	680	12.4	9.1
Warren	911	1,143	1,123	736	878	4,791	14.3	5.8
Washington	71	69	58	36	39	273	6.7	3.5
Wayne	67	53	54	62	51	287	4.2	4.4
Webster	63	67	61	53	61	305	6.1	4.1
Whitley	165	206	192	168	178	909	7.7	5.1
Wolfe	57	92	77	52	57	335	13.3	5.1
Woodford	256	227	236	173	193	1,085	12.1	3.8
TOTAL *	26,688	25,475	25,611	23,710	25,294	126,778	8.7	4.6

\*Convictions in cases filed in the same calander year.

\*\*There were 39,805 arrests on average from 2002 to 2006.

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES)  
(2002 - 2006)

POPULATION	COUNTY	ANNUAL AVERAGE		COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL- RELATED CRASH
		ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS			
UNDER 10,000	Lyon	18.4	Cumberland	13.8	
	Cumberland	17.5	Lyon	10.6	
	Fulton	15.2	Clinton	8.2	
	Gallatin	13.4	Hickman	7.2	
	Wolfe	13.3	Fulton	7.0	
	Clinton	12.6	McLean	6.9	
	McLean	10.7	Lee	6.9	
	Ballard	9.7	Hancock	6.4	
	Owsley	9.3	Wolfe	5.1	
	Livingston	9.1	Owsley	5.0	
	Hickman	8.0	Menifee	4.6	
	Lee	7.5	Gallatin	4.6	
	Menifee	7.4	Ballard	4.6	
	Elliott	6.6	Crittenden	4.2	
	Hancock	6.1	Robertson	3.9	
	Crittenden	5.5	Elliott	3.9	
	Nicholas	5.4	Livingston	3.8	
	Bracken	5.3	Carlisle	3.7	
	Trimble	5.1	Nicholas	3.3	
	Carlisle	4.2	Bracken	3.0	
Robertson	3.8	Trimble	2.6		
10,000-14,999	Carroll	17.2	Martin	16.9	
	Powell	15.2	Magoffin	11.4	
	Martin	15.1	Monroe	9.4	
	Magoffin	12.3	Powell	9.3	
	Leslie	9.8	Todd	9.1	
	Todd	9.8	Green	9.0	
	Morgan	9.0	Butler	7.7	
	Garrard	8.4	Caldwell	5.7	
	Lewis	8.1	Carroll	5.7	
	Trigg	7.9	Trigg	5.5	
	Butler	7.8	Leslie	5.0	
	Caldwell	7.1	Garrard	4.8	
	Monroe	7.1	Jackson	4.8	
	Washington	6.7	Spencer	4.6	
	Spencer	6.6	Morgan	4.6	
	Jackson	6.3	Lewis	4.4	
	Bath	6.3	Webster	4.1	
	Fleming	6.3	Fleming	4.0	
	Green	6.2	Edmonson	3.6	
	Webster	6.1	Washington	3.5	
Pendleton	6.0	Metcalfe	3.4		
Owen	5.5	Larue	3.2		
Larue	4.8	Pendleton	3.1		
Edmonson	4.3	Bath	2.9		
Metcalfe	4.1	Owen	2.4		
15,000-24,999	Rowan	15.6	Lawrence	21.7	
	Casey	13.6	Johnson	9.1	
	Marion	13.0	Union	9.1	
	Union	12.4	Casey	8.2	
	Woodford	12.1	Rockcastle	7.7	
	Clay	12.0	Clay	7.4	
	Grant	11.9	Grant	7.0	
	Henry	11.1	Adair	7.0	
	Lawrence	11.0	McCreary	6.9	
	Bourbon	11.0	Henry	5.9	
	Rockcastle	10.8	Taylor	5.9	
	McCreary	10.8	Anderson	5.9	
	Taylor	10.8	Russell	5.8	
	Adair	10.4	Breckinridge	5.5	
	Breathitt	10.2	Rowan	5.5	
	Russell	9.9	Estill	5.2	
	Knott	9.5	Mercer	5.1	
	Mercer	8.9	Breathitt	4.9	

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES)  
(2002 - 2006) (continued)

POPULATION	COUNTY	ANNUAL AVERAGE	COUNTY	ALCOHOL
		ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS		CONVICTIONS PER ALCOHOL- RELATED CRASH
15,000-24,999 (cont'd)	Anderson	8.8	Knott	4.7
	Simpson	8.6	Bourbon	4.7
	Montgomery	8.3	Allen	4.6
	Ohio	7.9	Wayne	4.4
	Johnson	7.8	Ohio	4.3
	Estill	7.7	Marion	4.3
	Mason	7.2	Grayson	4.0
	Allen	7.0	Hart	3.9
	Grayson	6.5	Simpson	3.9
	Hart	6.2	Woodford	3.8
	Lincoln	5.7	Montgomery	3.3
	Harrison	5.7	Lincoln	3.1
	Breckinridge	5.2	Harrison	2.5
	Wayne	4.2	Mason	2.5
25,000 - 49,999	Harlan	16.0	Harlan	11.1
	Bell	15.5	Greenup	10.1
	Shelby	13.3	Knox	9.4
	Henderson	12.8	Bell	9.3
	Floyd	12.6	Logan	7.7
	Clark	11.8	Muhlenberg	7.3
	Knox	11.8	Clark	7.1
	Jessamine	11.0	Henderson	7.0
	Logan	10.9	Hopkins	6.5
	Hopkins	10.1	Floyd	6.1
	Greenup	9.9	Shelby	5.8
	Perry	9.9	Jessamine	5.7
	Calloway	9.4	Boyd	5.5
	Marshall	9.4	Perry	5.4
	Boyd	9.2	Marshall	5.3
	Muhlenberg	9.2	Meade	5.3
	Franklin	9.0	Calloway	5.2
	Graves	8.8	Graves	5.2
	Letcher	8.7	Whitley	5.1
	Meade	8.4	Boyle	4.8
	Nelson	7.8	Letcher	4.6
	Boyle	7.8	Franklin	4.5
	Whitley	7.7	Oldham	4.4
	Carter	6.0	Barren	4.1
	Barren	5.9	Nelson	4.0
	Scott	5.6	Carter	3.8
Oldham	4.5	Scott	2.9	
50,000 - OVER	Warren	14.3	Laurel	7.9
	Christian	12.2	Hardin	6.1
	Campbell	11.6	Warren	5.8
	Laurel	11.6	Pulaski	5.3
	Daviess	11.1	Daviess	5.2
	Fayette	11.0	Campbell	5.1
	Madison	10.2	Christian	4.9
	McCracken	9.9	Boone	4.7
	Pike	9.7	Pike	4.7
	Hardin	9.1	McCracken	4.4
	Pulaski	8.2	Madison	4.2
	Boone	8.1	Bullitt	4.1
	Kenton	6.6	Fayette	3.7
	Bullitt	4.9	Kenton	2.6
	Jefferson	4.8	Jefferson	2.4

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2002 - 2006)\*

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE**
Adair	920	619	89	87.4
Allen	700	451	57	88.8
Anderson	1,024	679	71	90.5
Ballard	453	305	59	83.8
Barren	1,609	845	308	73.3
Bath	443	259	55	82.5
Bell	2,311	1,362	359	79.1
Boone	4,449	3,172	572	84.7
Bourbon	1,354	774	123	86.3
Boyd	2,209	1,617	229	87.6
Boyle	1,205	762	122	86.2
Bracken	319	164	48	77.4
Breathitt	816	494	137	78.3
Breckinridge	478	360	59	85.9
Bullitt	2,531	1,265	468	73.0
Butler	607	362	95	79.2
Caldwell	484	344	77	81.7
Calloway	1,576	1,137	160	87.7
Campbell	4,355	3,576	407	89.8
Carlisle	120	86	20	81.1
Carroll	1,078	633	197	76.3
Carter	1,562	575	226	71.8
Casey	1,012	724	131	84.7
Christian	3,532	2,342	519	81.9
Clark	1,909	1,488	165	90.0
Clay	2,126	803	812	49.7
Clinton	767	443	60	88.1
Crittenden	321	183	32	85.1
Cumberland	604	442	55	88.9
Daviess	5,423	3,744	559	87.0
Edmonson	281	189	47	80.1
Elliott	285	151	19	88.8
Estill	796	398	176	69.3
Fayette	12,372	9,973	891	91.8
Fleming	507	321	57	84.9
Floyd	2,760	1,746	302	85.3
Franklin	2,794	1,576	403	79.6
Fulton	499	349	62	84.9
Gallatin	870	402	293	57.8
Garrard	838	489	155	75.9
Grant	1,431	1,023	132	88.6
Graves	2,040	1,181	338	77.7
Grayson	834	589	85	87.4
Green	372	253	33	88.5
Greenup	1,960	1,352	211	86.5
Hancock	291	197	32	86.0
Hardin	4,514	3,067	561	84.5
Harlan	2,788	1,639	223	88.0
Harrison	619	372	50	88.2
Hart	568	374	72	83.9
Henderson	2,847	2,119	206	91.1
Henry	939	623	82	88.4
Hickman	206	143	31	82.2
Hopkins	2,106	1,726	181	90.5
Jackson	557	291	131	69.0
Jefferson	20,854	11,727	2,278	83.7
Jessamine	2,530	1,702	326	83.9
Johnson	1,251	636	211	75.1
Kenton	4,992	3,565	662	84.3
Knott	733	522	83	86.3
Knox	2,137	1,224	506	70.8
Larue	367	243	57	81.0

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2002 - 2006) (continued)

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE
Laurel	3,318	2,275	508	81.7
Lawrence	1,130	628	138	82.0
Lee	333	186	52	78.2
Leslie	1,500	405	598	40.4
Letcher	1,129	734	183	80.0
Lewis	571	389	81	82.8
Lincoln	764	492	104	82.6
Livingston	497	339	54	86.3
Logan	1,485	1,038	276	79.0
Lyon	776	543	112	82.9
McCracken	3,790	2,483	394	86.3
McCreary	899	591	136	81.3
McLean	519	388	60	86.6
Madison	3,995	2,660	602	81.5
Magoffin	921	535	79	87.1
Marion	1,225	813	170	82.7
Marshall	1,818	1,151	275	80.7
Martin	864	593	105	85.0
Mason	645	442	58	88.4
Meade	1,122	775	175	81.6
Menifee	299	174	33	84.1
Mercer	1,081	713	114	86.2
Metcalfe	381	148	82	64.3
Monroe	414	291	55	84.1
Montgomery	1,233	743	177	80.8
Morgan	591	387	53	88.0
Muhlenberg	1,329	1,049	143	88.0
Nelson	1,793	1,193	285	80.7
Nicholas	248	144	18	88.9
Ohio	1,101	665	198	77.1
Oldham	1,414	871	142	86.0
Owen	397	210	73	74.2
Owsley	334	154	65	70.3
Pendleton	603	327	114	74.1
Perry	2,103	985	277	78.1
Pike	5,094	2,156	624	77.6
Powell	1,250	707	244	74.3
Pulaski	3,188	1,791	498	78.2
Robertson	49	31	9	77.5
Rockcastle	1,122	625	144	81.3
Rowan	1,760	1,114	162	87.3
Russell	1,170	619	143	81.2
Scott	1,234	824	119	87.4
Shelby	2,630	1,766	157	91.8
Simpson	863	537	67	88.9
Spencer	630	380	92	80.5
Taylor	1,285	920	190	82.9
Todd	562	392	103	79.2
Trigg	530	398	54	88.1
Trimble	281	167	23	87.9
Union	939	680	115	85.5
Warren	7,050	4,791	716	87.0
Washington	394	273	62	81.5
Wayne	553	287	94	75.3
Webster	514	305	61	83.3
Whitley	2,030	909	349	72.3
Wolfe	637	335	85	79.8
Woodford	1,405	1,085	125	89.7
TOTAL	199,027	126,778	25,392	83.3

\* Obtained from Administrative Office of the Courts.

\*\* Conviction percentage is equal to the number of DUI convictions divided by the sum of DUI convictions and non-convictions. The data apply to DUIs resolved in the calendar year of the arrest.

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY  
(IN DESCENDING ORDER) (2002 - 2006)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
UNDER 10,000	82.2	Cumberland	604	442	88.9
		Nicholas	248	144	88.9
		Elliott	285	151	88.8
		Clinton	767	443	88.1
		Trimble	281	167	87.9
		McLean	519	388	86.6
		Livingston	497	339	86.3
		Hancock	291	197	86.0
		Crittenden	321	183	85.1
		Fulton	499	349	84.9
		Menifee	299	174	84.1
		Ballard	453	305	83.8
		Lyon	776	543	82.9
		Hickman	206	143	82.2
		Carlisle	120	86	81.1
		Wolfe	637	335	79.8
		Lee	333	186	78.2
		Robertson	49	31	77.5
		Bracken	319	164	77.4
		Owsley	334	154	70.3
Gallatin	870	402	57.8		
10,000-14,999	78.6	Green	372	253	88.5
		Trigg	530	398	88.1
		Morgan	591	387	88.0
		Magoffin	921	535	87.1
		Martin	864	593	85.0
		Fleming	507	321	84.9
		Monroe	414	291	84.1
		Webster	514	305	83.3
		Lewis	571	389	82.8
		Bath	443	259	82.5
		Caldwell	484	344	81.7
		Washington	394	273	81.5
		Larue	367	243	81.0
		Spencer	630	380	80.5
		Edmonson	281	189	80.1
		Butler	607	362	79.2
		Todd	562	392	79.2
		Carroll	1,078	633	76.3
		Garrard	838	489	75.9
		Powell	1,250	707	74.3
		Owen	397	210	74.2
		Pendleton	603	327	74.1
		Jackson	557	291	69.0
Metcalfe	381	148	64.3		
Leslie	1,500	405	40.4		
15,000-24,999	82.9	Anderson	1,024	679	90.5
		Woodford	1,405	1,085	89.7
		Simpson	863	537	88.9
		Allen	700	451	88.8
		Grant	1,431	1,023	88.6
		Mason	645	442	88.4
		Henry	939	623	88.4
		Harrison	619	372	88.2
		Adair	920	619	87.4
		Grayson	834	589	87.4
		Rowan	1,760	1,114	87.3
		Bourbon	1,354	774	86.3
		Knott	733	522	86.3
		Mercer	1,081	713	86.2
		Breckinridge	478	360	85.9

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY  
(IN DESCENDING ORDER) (2002 - 2006) (continued)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
15,000-24,999 (continued)		Union	939	680	85.5
		Casey	1,012	724	84.7
		Hart	568	374	83.9
		Taylor	1,285	920	82.9
		Marion	1,225	813	82.7
		Lincoln	764	492	82.6
		Lawrence	1,130	628	82.0
		McCreary	899	591	81.3
		Rockcastle	1,122	625	81.3
		Russell	1,170	619	81.2
		Montgomery	1,233	743	80.8
		Breathitt	816	494	78.3
		Ohio	1,101	665	77.1
		Wayne	553	287	75.3
		Johnson	1,251	636	75.1
	Estill	796	398	69.3	
	Clay	2,126	803	49.7	
25,000-49,999	82.8	Shelby	2,630	1,766	91.8
		Henderson	2,847	2,119	91.1
		Hopkins	2,106	1,726	90.5
		Clark	1,909	1,488	90.0
		Harlan	2,788	1,639	88.0
		Muhlenberg	1,329	1,049	88.0
		Calloway	1,576	1,137	87.7
		Boyd	2,209	1,617	87.6
		Scott	1,234	824	87.4
		Greenup	1,960	1,352	86.5
		Boyle	1,205	762	86.2
		Oldham	1,414	871	86.0
		Floyd	2,760	1,746	85.3
		Jessamine	2,530	1,702	83.9
		Meade	1,122	775	81.6
		Nelson	1,793	1,193	80.7
		Marshall	1,818	1,151	80.7
		Letcher	1,129	734	80.0
		Franklin	2,794	1,576	79.6
		Bell	2,311	1,362	79.1
		Logan	1,485	1,038	79.0
		Perry	2,103	985	78.1
		Graves	2,040	1,181	77.7
	Barren	1,609	845	73.3	
	Whitley	2,030	909	72.3	
	Carter	1,562	575	71.8	
	Knox	2,137	1,224	70.8	
50,000 - OVER	83.5	Fayette	12,372	9,973	91.8
		Campbell	4,355	3,576	89.8
		Daviess	5,423	3,744	87.0
		Warren	7,050	4,791	87.0
		McCracken	3,790	2,483	86.3
		Boone	4,449	3,172	84.7
		Hardin	4,514	3,067	84.5
		Kenton	4,992	3,565	84.3
		Jefferson	20,854	11,727	83.7
		Christian	3,532	2,342	81.9
		Laurel	3,318	2,275	81.7
		Madison	3,995	2,660	81.5
		Pulaski	3,188	1,791	78.2
		Pike	5,094	2,156	77.6
		Bullitt	2,531	1,265	73.0

\*Refer to Table 24 for conviction rate calculation.

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2002 - 2006)

COUNTY						TOTAL	ANNUAL AVERAGE
	2002	2003	2004	2005	2006	RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Adair	18	13	13	19	16	79	1.3
Allen	5	10	16	11	8	50	0.8
Anderson	26	24	27	26	18	121	1.6
Ballard	15	6	3	9	6	39	1.2
Barren	67	70	80	92	100	409	2.9
Bath	12	15	12	7	10	56	1.4
Bell	23	16	11	20	17	87	1.0
Boone	120	118	111	127	111	587	1.5
Bourbon	44	25	37	32	50	188	2.7
Boyd	55	49	70	53	62	289	1.7
Boyle	25	24	29	33	58	169	1.7
Bracken	9	17	14	15	5	60	1.9
Breathitt	8	4	10	13	16	51	1.1
Breckinridge	16	28	18	9	14	85	1.2
Bullitt	74	96	89	56	85	400	1.5
Butler	10	18	10	12	14	64	1.4
Caldwell	20	14	29	12	13	88	1.8
Calloway	36	17	29	11	28	121	1.0
Campbell	119	89	78	68	65	419	1.4
Carlisle	2	7	2	3	1	15	0.7
Carroll	19	20	24	16	22	101	2.7
Carter	59	39	50	42	31	221	2.3
Casey	12	8	22	19	6	67	1.3
Christian	86	101	109	133	60	489	2.6
Clark	54	54	49	43	43	243	1.9
Clay	18	15	12	28	34	107	1.6
Clinton	24	10	20	23	16	93	2.7
Crittenden	12	12	6	5	4	39	1.2
Cumberland	17	32	24	24	21	118	4.7
Daviess	79	78	72	51	68	348	1.0
Edmonson	9	4	8	10	9	40	0.9
Elliott	7	3	3	3	3	19	0.8
Estill	28	16	12	12	11	79	1.5
Fayette	331	331	331	351	419	1,763	1.9
Fleming	13	15	10	14	22	74	1.5
Floyd	38	47	34	53	57	229	1.7
Franklin	133	111	114	90	120	568	3.3
Fulton	3	9	5	5	4	26	1.1
Gallatin	34	27	36	35	44	176	5.9
Garrard	13	13	28	13	20	87	1.5
Grant	27	51	64	37	35	214	2.5
Graves	46	36	38	34	29	183	1.4
Grayson	49	46	32	30	22	179	2.0
Green	0	4	2	4	1	11	0.3
Greenup	87	56	49	48	41	281	2.1
Hancock	3	1	4	3	7	18	0.6
Hardin	146	126	144	124	116	656	1.9
Harlan	49	53	38	53	60	253	2.5
Harrison	13	12	9	14	8	56	0.9
Hart	10	15	20	32	37	114	1.9
Henderson	56	65	68	49	52	290	1.7
Henry	14	11	7	12	28	72	1.3
Hickman	12	6	6	5	7	36	2.0
Hopkins	50	39	33	48	66	236	1.4
Jackson	4	19	16	12	7	58	1.3
Jefferson	494	438	428	363	371	2,094	0.9
Jessamine	78	65	51	55	67	316	2.0
Johnson	32	46	27	17	25	147	1.8
Kenton	222	208	168	186	144	928	1.7
Knott	10	12	12	11	10	55	1.0
Knox	39	71	59	55	60	284	2.7
Larue	0	1	5	6	9	21	0.4
Laurel	57	53	48	42	71	271	1.4

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2002 - 2006) (continued)

COUNTY						RECKLESS DRIVING CONVICTIONS	RECKLESS DRIVING CONVICTIONS PER 1,000
	2002	2003	2004	2005	2006	(FIVE YEARS)	LICENSED DRIVERS
Lawrence	19	22	28	19	17	105	1.8
Lee	2	0	3	9	5	19	0.8
Leslie	7	8	20	16	15	66	1.6
Letcher	30	20	17	34	30	131	1.6
Lewis	15	15	16	17	19	82	1.7
Lincoln	22	21	30	21	29	123	1.4
Livingston	9	8	15	14	23	69	1.8
Logan	35	30	28	30	28	151	1.6
Lyon	53	41	72	79	82	327	11.1
McCracken	86	68	95	80	64	393	1.6
McCreary	6	8	9	5	4	32	0.6
McLean	13	9	4	5	8	39	1.1
Madison	83	88	85	108	90	454	1.7
Magoffin	6	16	3	5	4	34	0.8
Marion	24	22	11	20	20	97	1.5
Marshall	28	26	39	31	37	161	1.3
Martin	16	7	16	12	6	57	1.5
Mason	24	14	17	32	31	118	1.9
Meade	39	28	24	13	25	129	1.4
Menifee	8	12	12	6	14	52	2.2
Mercer	29	25	31	16	15	116	1.4
Metcalfe	18	30	19	20	22	109	3.0
Monroe	14	9	11	8	17	59	1.4
Montgomery	41	33	34	31	24	163	1.8
Morgan	9	9	6	2	5	31	0.7
Muhlenberg	37	28	16	23	25	129	1.1
Nelson	54	61	33	49	44	241	1.6
Nicholas	10	6	5	7	2	30	1.1
Ohio	19	21	24	19	15	98	1.2
Oldham	12	28	13	17	16	86	0.4
Owen	20	17	11	14	14	76	2.0
Owsley	3	4	8	5	6	26	1.6
Pendleton	30	18	11	12	12	83	1.5
Perry	16	19	12	6	7	60	0.6
Pike	67	82	45	34	45	273	1.2
Powell	18	10	12	9	11	60	1.3
Pulaski	98	80	86	83	63	410	1.9
Robertson	1	3	3	1	0	8	1.0
Rockcastle	24	37	46	40	43	190	3.3
Rowan	32	26	28	24	25	135	1.9
Russell	11	11	11	6	12	51	0.8
Scott	35	37	37	28	32	169	1.2
Shelby	56	50	71	83	58	318	2.4
Simpson	6	11	19	32	29	97	1.6
Spencer	6	3	7	13	8	37	0.6
Taylor	30	37	30	23	27	147	1.7
Todd	19	21	18	13	16	87	2.2
Trigg	24	15	13	9	12	73	1.5
Trimble	2	0	4	1	2	9	0.3
Union	27	11	11	9	8	66	1.2
Warren	117	123	129	95	120	584	1.7
Washington	10	10	3	8	4	35	0.9
Wayne	22	24	22	26	15	109	1.6
Webster	9	15	10	14	4	52	1.0
Whitley	46	57	55	37	47	242	2.0
Wolfe	10	18	6	3	1	38	1.5
Woodford	41	23	24	16	19	123	1.4
TOTAL	4,739	4,514	4,453	4,230	4,360	22,296	1.6

TABLE 27. PERCENTAGE OF CRASHES INVOLVING DRUGS BY COUNTY AND POPULATION CATEGORY  
(IN ORDER OF DECREASING PERCENTAGES) (2002-2006)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES	COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Owsley	15	4.1	Clay	101	4.6
Lee	13	3.0	Johnson	98	3.8
Elliott	13	2.5	Casey	36	3.4
Hickman	8	2.3	Knott	62	3.2
Wolfe	18	1.8	Lawrence	33	3.2
Cumberland	7	1.8	Breathitt	50	2.7
Livingston	21	1.8	Russell	28	2.1
Menifee	9	1.6	Estill	26	1.9
Crittenden	17	1.6	McCreary	21	1.6
Carlisle	8	1.6	Rockcastle	35	1.4
Clinton	13	1.4	Ohio	39	1.2
Lyon	13	1.2	Lincoln	28	1.2
Nicholas	6	0.9	Adair	23	1.1
Fulton	7	0.8	Bourbon	31	1.0
McLean	8	0.8	Hart	22	1.0
Bracken	7	0.7	Simpson	26	1.0
Trimble	6	0.6	Allen	18	0.9
Hancock	4	0.6	Montgomery	37	0.9
Gallatin	7	0.6	Rowan	39	0.9
Ballard	3	0.3	Wayne	14	0.8
Robertson	0	0.0	Grant	30	0.8
<b>POPULATION CATEGORY 10,000-14,999</b>			<b>POPULATION CATEGORY 25,000-50,000</b>		
Martin	59	6.3	Mercer	20	0.7
Magoffin	49	4.5	Anderson	16	0.7
Leslie	52	4.2	Breckinridge	9	0.7
Powell	33	2.3	Mason	20	0.6
Bath	22	1.7	Woodford	26	0.6
Morgan	24	1.7	Taylor	24	0.6
Lewis	18	1.4	Henry	11	0.6
Fleming	16	1.2	Union	9	0.5
Spencer	13	1.1	Harrison	14	0.5
Edmonson	11	1.1	Grayson	18	0.5
Caldwell	15	1.0	Marion	9	0.4
Trigg	14	1.0	<b>POPULATION CATEGORY OVER 50,000</b>		
Jackson	11	0.9	Pike	509	5.1
Webster	12	0.8	Laurel	138	1.6
Garrard	16	0.8	Pulaski	81	0.9
Washington	11	0.8	Daviess	115	0.7
Monroe	6	0.8	McCracken	92	0.7
Butler	8	0.7	Warren	138	0.7
Metcalfe	8	0.7	Kenton	180	0.6
Todd	6	0.6	Christian	58	0.6
Carroll	13	0.6	Madison	80	0.6
Larue	8	0.5	Campbell	82	0.6
Pendleton	7	0.4	Hardin	63	0.4
Owen	4	0.4	Boone	82	0.4
Green	1	0.1	Boone	82	0.4
			Bullitt	23	0.3
			Fayette	223	0.3
			Jefferson	352	0.3

TABLE 28. PERCENTAGE OF CRASHES INVOLVING DRUGS BY CITY AND POPULATION CATEGORY  
(IN ORDER OF DECREASING PERCENTAGES)(2002-2006)

CITY	NUMBER OF DRUG-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING DRUGS	CITY	NUMBER OF DRUG-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING DRUGS
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Lexington	223	0.3	Calvert City	12	2.9
Louisville	276	0.3	Paintsville	35	2.9
POPULATION CATEGORY 20,000-55,000			Providence	6	2.4
Henderson	60	0.9	Barbourville	18	2.3
Ashland	43	0.8	Prestonsburg	30	2.1
Covington	73	0.7	Irvine	9	2.1
Owensboro	73	0.6	Ludlow	9	2.0
Richmond	42	0.6	Hazard	37	1.8
Paducah	53	0.6	Stanton	9	1.8
Bowling Green	83	0.5	Marion	7	1.7
Hopkinsville	25	0.4	Grayson	14	1.6
Frankfort	27	0.4	Cumberland	2	1.6
Florence	38	0.4	Beaver Dam	9	1.4
Radcliff	9	0.3	Hartford	5	1.4
Elizabethtown	12	0.2	Southgate	6	1.1
Jeffersonton	10	0.2	Hickman	1	0.9
POPULATION CATEGORY 10,000-19,999			Hickman	1	0.9
Middlesboro	52	2.9	Williamstown	6	0.9
Fort Thomas	15	1.2	Lakeside Park	2	0.8
Winchester	42	1.1	Fulton	3	0.7
Nicholasville	28	0.7	Mount Vernon	5	0.7
Somerset	30	0.7	Carrollton	6	0.7
Independence	16	0.7	Benton	7	0.7
Campbellsville	14	0.6	Scottsville	5	0.7
Erlanger	19	0.5	Greenville	5	0.6
Madisonville	21	0.5	Cold Spring	7	0.6
Shelbyville	14	0.5	Vine Grove	2	0.6
Newport	17	0.4	Flemingsburg	2	0.5
Georgetown	15	0.4	Columbia	5	0.5
Bardstown	12	0.4	Lancaster	3	0.5
Mayfield	7	0.4	Tompkinsville	2	0.5
Shively	18	0.4	Springfield	2	0.4
Glasgow	10	0.3	Dawson Springs	1	0.4
Danville	8	0.2	Morganfield	2	0.3
Murray	9	0.2	Stanford	2	0.3
POPULATION CATEGORY 5,000-9,999			Hodgenville	1	0.2
Pikeville	116	4.3			
London	44	1.3			
Villa Hills	5	1.3			
Princeton	10	1.2			
Williamsburg	10	1.1			
Central City	9	1.1			
Franklin	14	1.1			
Flatwoods	7	1.1			
Corbin	17	1.0			
Mount Sterling	17	0.9			
Paris	14	0.8			
Taylor Mill	12	0.8			
Monticello	7	0.7			
Maysville	15	0.7			
Harrodsburg	9	0.6			
Fort Wright	14	0.6			
Lawrenceburg	6	0.6			
Cynthiana	7	0.6			
Morehead	11	0.5			
Bellevue	6	0.5			
Russellville	6	0.4			
Versailles	8	0.4			
Leitchfield	6	0.4			
Edgewood	4	0.4			
Wilmore	1	0.4			
Elsmere	2	0.3			
Dayton	1	0.3			
Berea	6	0.3			
Fort Mitchell	4	0.3			
Highland Heights	2	0.2			
Alexandria	3	0.2			
La Grange	3	0.2			
Lebanon	1	0.1			
Shepherdsville	4	0.1			



TABLE 30. SAFETY BELT USAGE BY COUNTY POPULATION CATEGORY  
(2006 OBSERVATIONAL DATA) (AREA DEVELOPMENT DISTRICTS)

PERCENT USAGE				
POPULATION CATEGORY				
UNDER 10,000	10,000 - 14,999	15,000 - 24,999	25,000- 49,999	OVER 50,000
59.3	57.9	58.5	64.9	70.3

TABLE 31. CRASH SEVERITY VERSUS SAFETY BELT USAGE (ALL DRIVERS)\*

TYPE OF INJURY	NOT WEARING SAFETY BELT		WEARING SAFETY BELT		PERCENT REDUCTION
	NUMBER	PERCENT	NUMBER	PERCENT	
Fatal	1,844	3.26	998	0.10	97
Incapacitating	5,694	10.06	12,653	1.28	87
Non-Incapacitating	10,013	17.69	43,067	4.37	75
Possible Injury	7,587	13.41	59,835	6.07	55
Fatal or Incapacitating	7,538	13.32	13,651	1.39	90

\* Based on 2002 through 2006 crash data. Total sample size for not wearing a safety belt was 56,595 compared to 985,439 for wearing a safety belt.

TABLE 32. USAGE AND EFFECTIVENESS OF CHILD SAFETY SEATS  
(CHILDREN AGE THREE AND UNDER) (2002 - 2006)

VARIABLE	CATEGORY	RESTRAINT USED			
		NONE	SAFETY BELT	CHILD SEAT	ANY RESTRAINT
Number	Fatal	8	4	5	9
With	Incapacitating	30	36	108	144
Given	Non-Incapacitating	82	148	626	774
Injury	Possible Injury	107	384	1,402	1,786
	None Detected	260	4,140	17,963	22,103
Percent	Fatal	1.64	0.08	0.02	0.04
With	Incapacitating	6.16	0.76	0.54	0.58
Given	Non-Incapacitating	16.84	3.14	3.11	3.12
Injury	Possible Injury	21.97	8.15	6.97	7.20
	None Detected	53.39	87.86	89.35	89.07
Percent	Front	6.07	34.23	59.70	93.93
Usage	Rear	1.74	21.56	76.70	98.26
By Seat	All Positions	2.41	23.52	74.07	97.59
Position					
Percent With					
Given Injury By					
Seat Position					
(Front)	Fatal	1.05	0.09	0.03	0.05
	Incapacitating	3.16	0.61	0.37	0.46
	Non-Incapacitating	7.63	3.31	1.58	2.21
	Possible Injury	12.63	5.04	4.63	4.78
	None Detected	25.53	40.80	43.25	42.36
(Rear)	Fatal	0.67	0.03	0.02	0.02
	Incapacitating	3.03	0.31	0.36	0.35
	Non-Incapacitating	8.91	1.05	2.16	1.92
	Possible Injury	9.92	3.75	4.69	4.48
	None Detected	27.39	44.33	62.38	58.42
YEAR	2002	246	2,227	5,761	7,988
	2003	196	2,068	5,725	7,793
	2004	184	1,774	5,820	7,594
	2005	191	1,668	6,043	7,711
	2006	158	1,772	6,594	8,366

TABLE 33. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2002-2006)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES	COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Gallatin	167	13.3	McCreary	163	12.1
Carlisle	65	13.3	Rockcastle	293	11.8
Trimble	114	12.2	Clay	234	10.7
Owsley	43	11.7	Henry	194	10.6
Hickman	37	10.8	Estill	141	10.5
Lee	46	10.5	Hart	224	10.4
Lyon	116	10.5	Lincoln	223	9.8
Cumberland	39	10.2	Allen	179	9.0
Elliott	53	10.0	Bourbon	268	8.7
Robertson	7	9.0	Ohio	263	8.4
Bracken	86	8.9	Union	160	8.3
Menifee	50	8.9	Grant	306	8.0
Hancock	52	7.2	Casey	84	7.9
Wolfe	71	7.2	Woodford	321	7.8
Livingston	84	7.2	Wayne	133	7.6
Fulton	58	6.8	Knott	148	7.6
Clinton	57	6.0	Harrison	178	6.8
McLean	55	5.6	Anderson	158	6.7
Crittenden	56	5.3	Grayson	231	6.7
Ballard	43	4.8	Adair	144	6.6
Nicholas	28	4.3	Mercer	187	6.5
<b>POPULATION CATEGORY 10,000-14,999</b>			Russell	89	6.5
Morgan	275	19.6	Rowan	254	5.9
Owen	120	11.5	Montgomery	222	5.6
Garrard	223	11.0	Simpson	145	5.5
Martin	102	10.8	Mason	188	5.5
Washington	143	10.5	Marion	134	5.5
Larue	158	10.5	Taylor	191	5.2
Todd	100	10.4	Breathitt	82	4.4
Leslie	122	9.9	Lawrence	44	4.3
Jackson	112	9.6	Johnson	109	4.2
Edmonson	96	9.5	Breckinridge	55	4.1
Bath	115	8.8	<b>POPULATION CATEGORY 25,000-50,000</b>		
Webster	133	8.6	Franklin	971	11.2
Magoffin	88	8.1	Marshall	489	11.1
Butler	89	7.8	Letcher	252	9.9
Trigg	105	7.4	Oldham	471	9.7
Caldwell	111	7.3	Carter	286	9.5
Pendleton	130	6.8	Greenup	323	9.4
Lewis	84	6.5	Jessamine	614	8.6
Powell	92	6.5	Floyd	420	8.5
Spencer	72	6.3	Knox	307	8.3
Fleming	71	5.3	Scott	531	8.0
Carroll	105	4.8	Whitley	380	8.0
Metcalfe	52	4.6	Nelson	452	7.5
Monroe	34	4.5	Hopkins	595	7.5
Green	28	3.1	Harlan	243	7.5
			Perry	317	7.3
			Shelby	430	7.1
			Bell	252	7.0
			Graves	314	6.9
			Muhlenberg	238	5.9
			Henderson	536	5.8
			Clark	337	5.7
			Barren	386	5.6
			Boyle	251	5.6
			Logan	166	5.2
			Boyd	452	4.7
			Calloway	250	4.6
			Meade	124	4.6
			<b>POPULATION CATEGORY OVER 50,000</b>		
			Madison	1,472	11.1
			Christian	822	8.6
			Boone	1,553	8.0
			Kenton	2,216	7.8
			Pulaski	734	7.7
			Pike	735	7.4
			Warren	1,520	7.2
			Hardin	975	6.8
			Fayette	4,079	6.4
			Campbell	909	6.3
			Laurel	494	5.8
			McCracken	649	4.9
			Bullitt	350	4.7
			Daviess	765	4.7
			Jefferson	5,778	4.4

TABLE 34. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2002-2006)

CITY	NUMBER OF CRASHES (2002-2006)	PERCENT OF TOTAL CRASHES	CITY	NUMBER OF CRASHES (2002-2006)	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Lexington	4,076	6.4	Calvert City	41	9.8
Louisville	4,824	4.4	Park Hills	15	9.6
POPULATION CATEGORY 20,000-55,000			Southgate	45	8.4
Frankfort	541	8.9	Williamstown	58	8.4
Hopkinsville	470	7.6	Hodgenville	37	7.3
Richmond	442	6.6	Vine Grove	25	7.3
Elizabethtown	365	5.4	Hickman	8	7.2
Bowling Green	796	5.0	Springfield	35	6.5
Jeffersonstown	212	4.7	Lakeside Park	16	6.2
Florence	456	4.7	Mount Vernon	43	6.1
Covington	463	4.6	Benton	59	5.7
Paducah	372	4.2	Russell	41	5.6
Henderson	261	3.8	Prestonsburg	78	5.5
Owensboro	407	3.3	Lancaster	32	5.1
Ashland	186	3.3	Stanford	31	4.9
Radcliff	86	2.9	Dawson Springs	11	4.9
POPULATION CATEGORY 10,000-19,999			Fulton	20	4.8
Erlanger	447	12.0	Ludlow	20	4.4
Independence	227	10.0	Cold Spring	53	4.4
Fort Thomas	87	6.8	Cumberland	5	4.0
Nicholasville	205	4.9	Beaver Dam	26	4.0
Somerset	203	4.4	Grayson	35	4.0
Georgetown	155	4.4	Scottsville	27	3.9
Shelbyville	118	4.2	Marion	16	3.8
Danville	131	3.7	Barbourville	29	3.8
Madisonville	160	3.6	Flemingsburg	16	3.7
Glasgow	129	3.6	Columbia	37	3.5
Campbellsville	85	3.5	Morganfield	21	3.4
Newport	166	3.4	Irvine	14	3.3
Middlesboro	57	3.1	Stanton	17	3.3
Mayfield	61	3.1	Hazard	66	3.2
Bardstown	90	2.9	Tompkinsville	12	3.1
Winchester	109	2.8	Greenville	25	3.0
Murray	81	2.2	Providence	7	2.9
Shively	89	2.1	Carrollton	16	1.8
POPULATION CATEGORY 5,000-9,999			Hartford	6	1.7
Villa Hills	63	16.8			
Taylor Mill	171	11.8			
Edgewood	100	9.6			
Highland Heights	110	9.3			
Fort Mitchell	125	9.3			
Wilmore	20	8.6			
Alexandria	108	8.5			
Berea	160	7.6			
Flatwoods	46	7.0			
Elsmere	42	6.8			
Fort Wright	171	6.8			
Monticello	68	6.4			
Maysville	125	5.4			
Pikeville	138	5.1			
Princeton	40	4.7			
Corbin	78	4.6			
Versailles	84	4.4			
Williamsburg	40	4.2			
Harrodsburg	64	4.1			
La Grange	48	4.0			
Central City	31	3.6			
London	111	3.3			
Cynthiana	41	3.3			
Dayton	10	3.3			
Russellville	48	3.2			
Paris	55	3.2			
Bellevue	33	3.0			
Leitchfield	42	2.7			
Lawrenceburg	28	2.7			
Mount Washington	25	2.5			
Morehead	48	2.4			
Mount Sterling	43	2.3			
Lebanon	29	2.3			
Franklin	29	2.3			
Shepherdsville	62	2.3			

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2002 - 2006)

COUNTY	2002	2003	2004	2005	2006	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED- RELATED CRASH
Adair	310	307	229	293	544	1,683	28.2	11.7
Allen	117	171	175	264	259	986	15.3	5.5
Anderson	1,400	1,040	1,060	1,338	2,205	7,043	91.4	44.6
Ballard	153	98	68	89	129	537	17.1	12.5
Barren	1,062	957	682	558	763	4,022	28.2	10.4
Bath	331	265	509	256	279	1,640	40.0	14.3
Bell	602	598	356	426	492	2,474	28.1	9.8
Boone	1,897	2,965	3,165	4,194	2,888	15,109	38.5	9.7
Bourbon	890	655	818	537	1,020	3,920	55.7	14.6
Boyd	1,087	939	1,134	954	693	4,807	27.5	10.6
Boyle	734	815	501	817	675	3,542	36.3	14.1
Bracken	237	260	291	324	317	1,429	45.9	16.6
Breathitt	68	69	47	36	120	340	7.1	4.1
Breckinridge	215	240	292	210	258	1,215	17.5	22.1
Bullitt	1,013	1,371	1,384	1,142	862	5,772	22.3	16.5
Butler	260	159	166	130	229	944	20.5	10.6
Caldwell	353	454	425	405	345	1,982	40.9	17.9
Calloway	489	323	210	217	265	1,504	12.4	6.0
Campbell	3,200	2,787	2,522	1,992	2,066	12,567	40.9	13.8
Carlisle	137	86	55	64	77	419	20.4	6.4
Carroll	822	681	504	581	528	3,116	84.7	29.7
Carter	888	717	721	744	602	3,672	38.2	12.8
Casey	145	100	87	93	146	571	10.8	6.8
Christian	1,053	1,364	1,131	954	795	5,297	27.6	6.4
Clark	939	1,877	2,024	1,721	777	7,338	58.4	21.8
Clay	238	563	373	179	390	1,743	26.0	7.4
Clinton	139	85	160	89	118	591	16.8	10.4
Crittenden	96	26	33	18	18	191	5.8	3.4
Cumberland	141	93	128	116	188	666	26.4	17.1
Daviess	2,737	3,779	3,750	3,434	3,001	16,701	49.4	21.8
Edmonson	158	177	208	232	190	965	21.9	10.1
Elliott	17	18	7	7	6	55	2.4	1.0
Estill	221	146	164	121	143	795	15.3	5.6
Fayette	5,787	6,683	5,283	4,473	5,470	27,696	30.6	6.8
Fleming	189	261	177	194	257	1,078	21.1	15.2
Floyd	252	230	126	257	316	1,181	8.5	2.8
Franklin	2,241	2,562	2,435	1,883	1,833	10,954	62.7	11.3
Fulton	172	123	138	66	92	591	25.7	10.2
Gallatin	477	378	454	492	541	2,342	78.0	14.0
Garrard	230	220	191	258	237	1,136	19.4	5.1
Grant	691	972	1,257	1,161	1,401	5,482	63.6	17.9
Graves	833	823	1,224	805	760	4,445	33.3	14.2
Grayson	806	722	545	513	1,036	3,622	39.8	15.7
Green	11	46	45	33	38	173	4.3	6.2
Greenup	634	627	734	589	408	2,992	21.9	9.3
Hancock	134	124	121	99	75	553	17.2	10.6
Hardin	4,992	4,514	4,646	4,665	4,472	23,289	69.1	23.9
Harlan	96	69	79	174	151	569	5.6	2.3
Harrison	307	138	234	144	173	996	15.3	5.6
Hart	195	312	318	339	286	1,450	24.0	6.5
Henderson	1,791	1,290	1,179	1,040	1,557	6,857	41.3	12.8
Henry	747	647	695	991	735	3,815	68.3	19.7
Hickman	206	126	83	31	61	507	28.2	13.7
Hopkins	1,735	1,193	1,348	1,315	1,338	6,929	40.7	11.6
Jackson	24	35	20	20	34	133	2.9	1.2
Jefferson	6,068	8,560	11,437	8,388	10,571	45,024	18.3	7.8
Jessamine	911	932	822	1,084	1,112	4,861	31.3	7.9
Johnson	156	188	145	176	196	861	10.5	7.9
Kenton	5,630	3,923	3,425	2,949	3,817	19,744	36.7	8.9
Knott	27	25	55	46	96	249	4.5	1.7
Knox	555	354	304	335	395	1,943	18.7	6.3
Larue	138	303	300	263	333	1,337	26.3	8.5
Laurel	1,334	751	602	624	812	4,123	21.0	8.3
Lawrence	235	226	219	253	235	1,168	20.5	26.5

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2002 - 2006) (continued)

COUNTY	2002	2003	2004	2005	2006	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED- RELATED CRASH
Lee	39	21	19	30	31	140	5.7	3.0
Leslie	181	128	127	133	130	699	17.0	5.7
Letcher	210	70	34	71	142	527	6.3	2.1
Lewis	182	292	236	177	264	1,151	23.9	13.7
Lincoln	416	359	283	398	543	1,999	23.4	9.0
Livingston	375	398	301	209	196	1,479	39.5	17.6
Logan	387	473	710	596	587	2,753	29.0	16.6
Lyon	423	370	355	333	397	1,878	63.7	16.2
McCracken	1,472	1,337	1,336	1,342	1,284	6,771	27.1	10.4
McCreary	134	78	39	46	67	364	6.7	2.2
McLean	296	184	85	123	84	772	21.2	14.0
Madison	1,150	1,360	1,667	1,953	1,794	7,924	30.4	5.4
Magoffin	240	117	36	55	47	495	11.4	5.6
Marion	221	108	75	85	90	579	9.2	4.3
Marshall	636	1,240	1,183	783	686	4,528	37.0	9.3
Martin	12	10	12	17	17	68	1.7	0.7
Mason	296	188	185	258	543	1,470	24.0	7.8
Meade	443	409	391	213	296	1,752	18.9	14.1
Menifee	46	30	34	21	20	151	6.4	3.0
Mercer	350	544	499	339	259	1,991	24.7	10.6
Metcalfe	287	210	120	104	304	1,025	28.2	19.7
Monroe	69	65	17	7	37	195	4.8	5.7
Montgomery	332	184	150	154	229	1,049	11.7	4.7
Morgan	303	202	238	215	273	1,231	28.6	4.5
Muhlenberg	599	352	321	364	457	2,093	18.3	8.8
Nelson	743	893	1,107	1,001	929	4,673	30.7	10.3
Nicholas	226	142	92	107	326	893	33.4	31.9
Ohio	1,396	1,065	720	1,229	1,295	5,705	67.5	21.7
Oldham	1,152	1,145	1,291	1,378	1,285	6,251	32.1	13.3
Owen	323	310	357	330	229	1,549	40.4	12.9
Owsley	3	2	2	3	1	11	0.7	0.3
Pendleton	256	172	235	327	394	1,384	25.5	10.6
Perry	134	97	71	47	62	411	4.1	1.3
Pike	294	217	201	158	124	994	4.4	1.4
Powell	671	495	435	487	628	2,716	58.5	29.5
Pulaski	953	563	690	727	1,104	4,037	18.5	5.5
Robertson	7	4	12	3	4	30	3.6	4.3
Rockcastle	457	488	1,004	849	683	3,481	60.4	11.9
Rowan	604	586	437	576	663	2,866	40.2	11.3
Russell	109	120	149	93	282	753	12.0	8.5
Scott	1,274	903	647	796	841	4,461	30.5	8.4
Shelby	1,045	1,095	1,156	1,131	1,414	5,841	44.1	13.6
Simpson	155	199	225	275	191	1,045	16.7	7.2
Spencer	221	196	134	115	148	814	14.1	11.3
Taylor	416	332	336	146	220	1,450	17.0	7.6
Todd	204	188	217	206	137	952	23.7	9.5
Trigg	295	103	195	136	148	877	17.5	8.4
Trimble	59	77	92	78	74	380	11.5	3.3
Union	266	141	133	203	230	973	17.7	6.1
Warren	2,718	2,256	2,267	1,946	1,987	11,174	33.4	7.4
Washington	325	234	247	158	167	1,131	27.6	7.9
Wayne	41	84	162	120	71	478	7.0	3.6
Webster	238	144	114	102	86	684	13.8	5.1
Whitley	380	260	178	202	152	1,172	9.9	3.1
Wolfe	1,482	1,586	1,327	633	607	5,635	223.5	79.4
Woodford	1,882	1,650	896	1,161	1,291	6,880	77.0	21.4
TOTAL*	87,181	86,018	85,602	78,944	84,776	422,521	29.0	9.8

\* Does not include speeding convictions where county was not specified.

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2002 - 2006)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS		COUNTY	SPEEDING CONVICTIONS PER SPEED- RELATED CRASH
UNDER 10,000	Wolfe	223.5		Wolfe	79.4
	Gallatin	78.0		Nicholas	31.9
	Lyon	63.7		Livingston	17.6
	Bracken	45.9		Cumberland	17.1
	Livingston	39.5		Bracken	16.6
	Nicholas	33.4		Lyon	16.2
	Hickman	28.2		McLean	14.0
	Cumberland	26.4		Gallatin	14.0
	Fulton	25.7		Hickman	13.7
	McLean	21.2		Ballard	12.5
	Carlisle	20.4		Hancock	10.6
	Hancock	17.2		Clinton	10.4
	Ballard	17.1		Fulton	10.2
	Clinton	16.8		Carlisle	6.4
	Trimble	11.5		Robertson	4.3
	Menifee	6.4		Crittenden	3.4
	Crittenden	5.8		Trimble	3.3
	Lee	5.7		Lee	3.0
	Robertson	3.6		Menifee	3.0
	Elliott	2.4		Elliott	1.0
Owsley	0.7		Owsley	0.3	
10,000-14,999	Carroll	84.7		Carroll	29.7
	Powell	58.5		Powell	29.5
	Caldwell	40.9		Metcalfe	19.7
	Owen	40.4		Caldwell	17.9
	Bath	40.0		Fleming	15.2
	Morgan	28.6		Bath	14.3
	Metcalfe	28.2		Lewis	13.7
	Washington	27.6		Owen	12.9
	Larue	26.3		Spencer	11.3
	Pendleton	25.5		Pendleton	10.6
	Lewis	23.9		Butler	10.6
	Todd	23.7		Edmonson	10.1
	Edmonson	21.9		Todd	9.5
	Fleming	21.1		Larue	8.5
	Butler	20.5		Trigg	8.4
	Garrard	19.4		Washington	7.9
	Trigg	17.5		Green	6.2
	Leslie	17.0		Monroe	5.7
	Spencer	14.1		Leslie	5.7
	Webster	13.8		Magoffin	5.6
Magoffin	11.4		Webster	5.1	
Monroe	4.8		Garrard	5.1	
Green	4.3		Morgan	4.5	
Jackson	2.9		Jackson	1.2	
Martin	1.7		Martin	0.7	
15,000 - 24,999	Anderson	91.4		Anderson	44.6
	Woodford	77.0		Lawrence	26.5
	Henry	68.3		Breckinridge	22.1
	Ohio	67.5		Ohio	21.7
	Grant	63.6		Woodford	21.4
	Rockcastle	60.4		Henry	19.7
	Bourbon	55.7		Grant	17.9
	Rowan	40.2		Grayson	15.7
	Grayson	39.8		Bourbon	14.6
	Adair	28.2		Rockcastle	11.9
	Clay	26.0		Adair	11.7
	Mercer	24.7		Rowan	11.3
	Mason	24.0		Mercer	10.6

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER ( BY COUNTY POPULATION CATEGORIES) (2002 - 2006) (continued)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS		COUNTY	SPEEDING CONVICTIONS PER SPEED- RELATED CRASH
15,000 - 24,999 (cont'd)	Hart	24.0		Lincoln	9.0
	Lincoln	23.4		Russell	8.5
	Lawrence	20.5		Johnson	7.9
	Union	17.7		Mason	7.8
	Breckinridge	17.5		Taylor	7.6
	Taylor	17.0		Clay	7.4
	Simpson	16.7		Simpson	7.2
	Estill	15.3		Casey	6.8
	Allen	15.3		Hart	6.5
	Harrison	15.3		Union	6.1
	Russell	12.0		Estill	5.6
	Montgomery	11.7		Harrison	5.6
	Casey	10.8		Allen	5.5
	Johnson	10.5		Montgomery	4.7
	Marion	9.2		Marion	4.3
	Breathitt	7.1		Breathitt	4.1
	Wayne	7.0		Wayne	3.6
	McCreary	6.7		McCreary	2.2
	Knott	4.5		Knott	1.7
25,000 - 49,999	Franklin	62.7		Clark	21.8
	Clark	58.4		Logan	16.6
	Shelby	44.1		Graves	14.2
	Henderson	41.3		Meade	14.1
	Hopkins	40.7		Boyle	14.1
	Carter	38.2		Shelby	13.6
	Marshall	37.0		Oldham	13.3
	Boyle	36.3		Carter	12.8
	Graves	33.3		Henderson	12.8
	Oldham	32.1		Hopkins	11.6
	Jessamine	31.3		Franklin	11.3
	Nelson	30.7		Boyd	10.6
	Scott	30.5		Barren	10.4
	Logan	29.0		Nelson	10.3
	Barren	28.2		Bell	9.8
	Bell	28.1		Greenup	9.3
	Boyd	27.5		Marshall	9.3
	Greenup	21.9		Muhlenberg	8.8
	Meade	18.9		Scott	8.4
	Knox	18.7		Jessamine	7.9
	Muhlenberg	18.3		Knox	6.3
	Calloway	12.4		Calloway	6.0
	Whitley	9.9		Whitley	3.1
	Floyd	8.5		Floyd	2.8
	Letcher	6.3		Harlan	2.3
	Harlan	5.6		Letcher	2.1
	Perry	4.1		Perry	1.3
50,000 - OVER	Hardin	69.1		Hardin	23.9
	Daviess	49.4		Daviess	21.8
	Campbell	40.9		Bullitt	16.5
	Boone	38.5		Campbell	13.8
	Kenton	36.7		McCracken	10.4
	Warren	33.4		Boone	9.7
	Fayette	30.6		Kenton	8.9
	Madison	30.4		Laurel	8.3
	Christian	27.6		Jefferson	7.8
	McCracken	27.1		Warren	7.4
	Bullitt	22.3		Fayette	6.8
	Laurel	21.0		Christian	6.4
	Pulaski	18.5		Pulaski	5.5
	Jefferson	18.3		Madison	5.4
Pike	4.4		Pike	1.4	

TABLE 37. MOVING SPEED DATA FOR VARIOUS HIGHWAY TYPES (CARS)

HIGHWAY TYPE AND SPEED LIMIT	SAMPLE SIZE	SPEED (MPH)	
		AVERAGE	85TH PERCENTILE
Rural Interstate 65 mph	7,859	70.0	74.6
Parkway Four Lane 65 mph	12,607	69.1	73.5
Parkway Two Lane 55 mph	783	61.8	67.5
Four Lane (US Routes) Non-Interstate or Parkway 55 mph	4,547	59.0	63.9
Four Lane (KY Routes) Non-Interstate or Parkway 55 mph	2,319	60.5	65.7
Two Lane Full Width Shoulder 55 mph	816	60.2	65.2

TABLE 38. MOVING SPEED DATA FOR VARIOUS HIGHWAY TYPES (TRUCKS)

HIGHWAY TYPE AND SPEED LIMIT	SAMPLE SIZE	SPEED (MPH)	
		AVERAGE	85TH PERCENTILE
Rural Interstate 65 mph	5,213	65.9	69.8
Parkway Four Lane 65 mph	3,760	65.7	69.5
Parkway Two Lane 55 mph	95	60.6	64.4
Four Lane (US Routes) Non-Interstate or Parkway 55 mph	782	57.9	62.6
Four Lane (KY Routes) Non-Interstate or Parkway 55 mph	347	58.3	62.7
Two Lane Full Width Shoulder 55 mph	306	58.4	62.4

TABLE 39. CRASH TREND ANALYSIS (2002 - 2006)

Crash Statistic	Number in Given Year				4-Year Average	2006	2006 Percent Change*
	2002	2003	2004	2005	2002 - 2005		
Total Crashes	130,347	129,828	133,718	128,685	130,645	127,252	-2.6
Fatal Crashes	812	845	866	885	852	837	-1.8
Fatalities	917	928	978	985	952	913	-4.1
Injury Crashes	32,393	31,075	29,933	28,828	30,557	27,467	-10.1
Injuries	49,329	46,966	44,986	43,295	46,144	41,044	-11.1
Fatal and Injury Crashes	33,205	31,920	30,799	29,713	31,409	28,304	-9.9
Licensed Drivers (Millions)	2.84	2.86	2.89	2.93	2.88	2.91	1.2
Registered Vehicles (Millions)	3.42	3.49	3.50	3.54	3.49	3.71	6.4
Total Vehicle Miles (Billions)	46.868	46.828	47.191	47.384	47.068	47.639	1.2
Total Crash/100 MVM	278	277	283	272	278	267	-3.9
Fatal Crash/100 MVM	1.73	1.80	1.84	1.87	1.81	1.76	-2.9
Fatalities/100 MVM	1.96	1.98	2.07	2.08	2.02	1.92	-5.1
Injuries/100 MVM	105	100	95	91	98	86	-12.1
Speed Related Crashes	9,013	9,658	9,369	8,083	9,031	7,931	-12.2
Speed Related Injury Crashes	3,276	3,197	3,035	2,806	3,079	2,663	-13.5
Speed Related Fatal Crashes	179	163	187	191	180	168	-6.7
Speed Convictions	88,017	86,852	86,115	79,596	85,145	86,531	1.6
Alcohol Related Crashes	5,851	5,573	5,629	5,440	5,623	5,360	-4.7
Alcohol Related Injury Crashes	2,600	2,383	2,257	2,166	2,352	2,118	-9.9
Alcohol Related Fatal Crashes	184	160	170	188	176	171	-2.8
Alcohol Related Fatalities	209	178	199	204	198	188	-5.1
DUI Filings	41,689	40,436	40,118	36,946	39,797	39,838	0.1
DUI Convictions	26,688	25,475	25,611	23,710	25,371	25,294	-0.3
DUI Conviction Rate (Percent)**	82.7	83.3	83.2	83.7	83.2	83.8	0.7
Number DUI Filings/Alcohol Related Fatality	199	227	202	181	202	212	4.9
Drug Related Crashes	1,091	1,021	1,262	1,246	1,155	1,351	17.0
Drug Related Injury Crashes	522	531	567	554	544	580	6.6
Drug Related Fatal Crashes	143	151	145	185	156	217	39.1
Pedestrian Related Crashes	940	930	904	902	919	909	-1.1
Pedestrian Related Injury Crashes	786	788	759	751	771	759	-1.6
Pedestrian Related Fatal Crashes	53	57	49	55	54	53	-1.9
Bicycle/Motor Vehicle Related Crashes	497	485	453	437	468	412	-12.0
Bicycle Related Injury Crashes	349	356	334	320	340	292	-14.1
Bicycle Related Fatal Crashes	9	6	6	12	8	5	-37.5
Motorcycle Related Crashes	1,300	1,438	1,581	1,777	1,524	1,765	15.8
Motorcycle Related Injury Crashes	924	997	1,114	1,184	1,055	1,182	12.0
Motorcycle Related Fatal Crashes	42	56	70	83	63	94	49.2
School Bus Crashes	862	864	887	869	871	810	-7.0
School Bus Injury Crashes	127	111	112	114	116	119	2.6
School Bus Fatal Crashes	3	2	5	1	3	3	0.0
Truck Crashes	8,805	8,988	10,015	9,823	9,408	9,709	3.2
Truck Injury Crashes	1,803	1,757	1,918	1,886	1,841	1,757	-4.6
Truck Fatal Crashes	116	116	122	118	118	103	-12.7
Train Crashes	67	72	51	62	63	52	-17.5
Train Injury Crashes	22	25	18	16	20	19	-5.0
Train Fatal Crashes	4	2	4	4	4	8	100.0

\* Percent change from 2002-2005 average to 2006.

\*\* Conviction rate excludes pending cases.

TABLE 40. NUMBER OF CRASHES AND RATES BY CRASH TYPE FOR EACH COUNTY

	PEDESTRIAN CRASHES		BICYCLE CRASHES		MOTORCYCLE CRASHES		SCHOOL BUS CRASHES		TRUCK CRASHES	
	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**
Adair	11	1.3	3	0.3	28	3.2	9	1.0	231	26.8
Allen	1	0.1	3	0.3	31	3.5	3	0.3	143	16.1
Anderson	11	1.2	4	0.4	47	4.9	28	2.9	198	20.7
Ballard	3	0.7	1	0.2	18	4.3	3	0.7	165	39.8
Barren	23	1.2	9	0.5	59	3.1	21	1.1	617	32.4
Bath	9	1.6	0	0.0	18	3.2	10	1.8	156	28.1
Bell	27	1.8	16	1.1	35	2.3	36	2.4	316	21.0
Boone	90	2.1	37	0.9	222	5.2	110	2.6	2235	52.0
Bourbon	19	2.0	9	0.9	40	4.1	16	1.7	317	32.7
Boyd	55	2.2	32	1.3	129	5.2	40	1.6	712	28.6
Boyle	26	1.9	7	0.5	60	4.3	20	1.4	246	17.8
Bracken	2	0.5	2	0.5	26	6.3	5	1.2	111	26.8
Breathitt	18	2.2	6	0.7	27	3.4	19	2.4	162	20.1
Breckinridge	2	0.2	3	0.3	18	1.9	12	1.3	114	12.2
Bullitt	34	1.1	10	0.3	110	3.6	87	2.8	939	30.7
Butler	11	1.7	1	0.2	27	4.2	5	0.8	95	14.6
Caldwell	8	1.2	5	0.8	17	2.6	11	1.7	154	23.6
Calloway	26	1.5	13	0.8	92	5.4	32	1.9	329	19.3
Campbell	144	3.2	93	2.1	144	3.2	81	1.8	950	21.4
Carlisle	1	0.4	1	0.4	8	3.0	4	1.5	47	17.6
Carroll	13	2.6	5	1.0	44	8.7	11	2.2	345	67.9
Carter	15	1.1	3	0.2	50	3.7	18	1.3	319	23.7
Casey	13	1.7	1	0.1	17	2.2	4	0.5	89	11.5
Christian	59	1.6	39	1.1	154	4.3	75	2.1	904	25.0
Clark	35	2.1	15	0.9	67	4.0	36	2.2	535	32.3
Clay	10	0.8	1	0.1	36	2.9	40	3.3	149	12.1
Clinton	3	0.6	2	0.4	8	1.7	3	0.6	88	18.3
Crittenden	4	0.9	1	0.2	21	4.5	6	1.3	103	22.0
Cumberland	4	1.1	3	0.8	9	2.5	3	0.8	70	19.6
Daviess	85	1.9	116	2.5	190	4.2	84	1.8	969	21.2
Edmonson	2	0.3	0	0.0	7	1.2	8	1.4	79	13.6
Elliott	3	0.9	1	0.3	18	5.3	5	1.5	36	10.7
Estill	13	1.7	2	0.3	31	4.1	7	0.9	76	9.9
Fayette	510	3.9	268	2.1	522	4.0	268	2.1	4044	31.0
Fleming	6	0.9	3	0.4	17	2.5	15	2.2	129	18.7
Floyd	39	1.8	10	0.5	78	3.7	75	3.5	518	24.4
Franklin	48	2.0	14	0.6	87	3.6	57	2.4	506	21.2
Fulton	4	1.0	4	1.0	20	5.2	2	0.5	92	23.7
Gallatin	7	1.8	3	0.8	17	4.3	10	2.5	268	68.1
Garrard	12	1.6	4	0.5	23	3.1	9	1.2	140	18.9
Grant	23	2.1	4	0.4	45	4.0	35	3.1	457	40.8
Graves	25	1.4	8	0.4	89	4.8	24	1.3	397	21.4
Grayson	33	2.7	6	0.5	38	3.2	22	1.8	285	23.7
Green	4	0.7	1	0.2	7	1.2	7	1.2	85	14.8
Greenup	19	1.0	11	0.6	44	2.4	25	1.4	199	10.8
Hancock	1	0.2	1	0.2	15	3.6	7	1.7	75	17.9
Hardin	64	1.4	32	0.7	204	4.3	80	1.7	1373	29.2
Harlan	23	1.4	9	0.5	61	3.7	26	1.6	340	20.5
Harrison	12	1.3	7	0.8	36	4.0	13	1.4	138	15.3
Hart	5	0.6	3	0.3	33	3.8	15	1.7	352	40.4
Henderson	61	2.7	38	1.7	123	5.5	47	2.1	808	36.0
Henry	12	1.6	6	0.8	27	3.6	8	1.1	317	42.1
Hickman	0	0.0	2	0.8	5	1.9	0	0.0	42	16.0
Hopkins	35	1.5	17	0.7	107	4.6	40	1.7	725	31.2
Jackson	3	0.4	3	0.4	23	3.4	9	1.3	96	14.2
Jefferson	1682	4.9	790	2.3	1271	3.7	1069	3.1	9830	28.3
Jessamine	42	2.2	21	1.1	88	4.5	125	6.4	527	27.0
Johnson	19	1.6	3	0.3	51	4.4	14	1.2	177	15.1
Kenton	287	3.8	147	1.9	230	3.0	173	2.3	2300	30.4
Knott	9	1.0	3	0.3	34	3.9	22	2.5	269	30.5

TABLE 40. NUMBER OF CRASHES AND RATES BY CRASH TYPE FOR EACH COUNTY (continued)

	PEDESTRIAN CRASHES		BICYCLE CRASHES		MOTORCYCLE CRASHES		SCHOOL BUS CRASHES		TRUCK CRASHES	
	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**
Knox	29	1.8	6	0.4	56	3.5	31	1.9	292	18.4
Larue	6	0.9	3	0.4	16	2.4	8	1.2	154	23.0
Laurel	35	1.3	12	0.5	108	4.1	48	1.8	943	35.8
Lawrence	1	0.1	1	0.1	22	2.8	7	0.9	156	20.0
Lee	4	1.0	1	0.3	8	2.0	2	0.5	34	8.6
Leslie	6	1.0	1	0.2	39	6.3	19	3.1	193	31.1
Letcher	26	2.1	5	0.4	54	4.3	30	2.4	368	29.1
Lewis	10	1.4	3	0.4	11	1.6	14	2.0	174	24.7
Lincoln	11	0.9	6	0.5	33	2.8	14	1.2	183	15.7
Livingston	3	0.6	1	0.2	34	6.9	8	1.6	132	26.9
Logan	12	0.9	11	0.8	34	2.6	25	1.9	323	24.3
Lyon	1	0.2	2	0.5	22	5.4	0	0.0	184	45.5
McCracken	69	2.1	51	1.6	199	6.1	64	2.0	950	29.0
McCreary	5	0.6	5	0.6	30	3.5	7	0.8	94	11.0
McLean	0	0.0	1	0.2	14	2.8	10	2.0	72	14.5
Madison	78	2.2	34	1.0	189	5.3	88	2.5	1112	31.4
Magoffin	8	1.2	2	0.3	15	2.3	11	1.7	126	18.9
Marion	14	1.5	10	1.1	41	4.5	17	1.9	193	21.2
Marshall	21	1.4	7	0.5	79	5.2	18	1.2	416	27.6
Martin	6	1.0	1	0.2	12	1.9	15	2.4	89	14.2
Mason	13	1.5	9	1.1	37	4.4	12	1.4	301	35.8
Meade	17	1.3	3	0.2	49	3.7	10	0.8	152	11.5
Menifee	1	0.3	1	0.3	20	6.1	4	1.2	28	8.5
Mercer	16	1.5	2	0.2	42	4.0	14	1.3	152	14.6
Metcalfe	4	0.8	1	0.2	20	4.0	14	2.8	128	25.5
Monroe	1	0.2	2	0.3	14	2.4	7	1.2	151	25.7
Montgomery	15	1.3	5	0.4	60	5.3	30	2.7	279	24.7
Morgan	8	1.1	0	0.0	29	4.2	26	3.7	93	13.3
Muhlenberg	12	0.8	11	0.7	68	4.3	29	1.8	378	23.7
Nelson	30	1.6	21	1.1	93	5.0	33	1.8	408	21.8
Nicholas	4	1.2	0	0.0	9	2.6	5	1.5	41	12.0
Ohio	6	0.5	5	0.4	45	3.9	9	0.8	269	23.5
Oldham	19	0.8	5	0.2	54	2.3	51	2.2	478	20.7
Owen	5	0.9	0	0.0	26	4.9	4	0.8	76	14.4
Owsley	1	0.4	1	0.4	4	1.6	0	0.0	41	16.9
Pendleton	5	0.7	2	0.3	39	5.4	15	2.1	173	24.0
Perry	20	1.4	7	0.5	52	3.5	67	4.6	455	31.0
Pike	44	1.3	10	0.3	186	5.4	61	1.8	1283	37.3
Powell	10	1.5	2	0.3	30	4.5	6	0.9	87	13.1
Pulaski	34	1.2	16	0.6	143	5.1	47	1.7	696	24.8
Robertson	0	0.0	0	0.0	8	7.1	1	0.9	5	4.4
Rockcastle	12	1.4	2	0.2	35	4.2	21	2.5	452	54.5
Rowan	15	1.4	7	0.6	55	5.0	34	3.1	350	31.7
Russell	5	0.6	1	0.1	25	3.1	2	0.2	105	12.9
Scott	35	2.1	19	1.1	75	4.5	35	2.1	659	39.9
Shelby	19	1.1	17	1.0	69	4.1	44	2.6	645	38.7
Simpson	15	1.8	10	1.2	33	4.0	6	0.7	452	55.1
Spencer	5	0.8	1	0.2	27	4.6	12	2.0	90	15.3
Taylor	16	1.4	9	0.8	51	4.4	10	0.9	195	17.0
Todd	2	0.3	3	0.5	13	2.2	18	3.0	117	19.5
Trigg	5	0.8	2	0.3	19	3.0	8	1.3	155	24.6
Trimble	8	2.0	4	1.0	26	6.4	5	1.2	86	21.2
Union	14	1.8	8	1.0	49	6.3	9	1.2	168	21.5
Warren	101	2.2	55	1.2	239	5.2	117	2.5	1649	35.6
Washington	9	1.6	2	0.4	23	4.2	8	1.5	118	21.6
Wayne	11	1.1	6	0.6	18	1.8	15	1.5	119	11.9
Webster	7	1.0	0	0.0	18	2.5	7	1.0	169	23.9
Whitley	28	1.6	6	0.3	68	3.8	25	1.4	524	29.2
Wolfe	5	1.4	1	0.3	14	4.0	10	2.8	90	25.5
Woodford	27	2.3	6	0.5	48	4.1	28	2.4	428	36.9

\* Five-Year (2002-2006) Total.

\*\* Rates are annual crashes per 10,000 population.

TABLE 41. PEDESTRIAN CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2002-2006)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)	COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Trimble	8	2.0	Grayson	33	2.7
Gallatin	7	1.8	Woodford	27	2.3
Wolfe	5	1.4	Breathitt	18	2.2
Nicholas	4	1.2	Grant	23	2.1
Cumberland	4	1.1	Bourbon	19	2.0
Fulton	4	1.0	Union	14	1.8
Lee	4	1.0	Simpson	15	1.8
Elliott	3	0.9	Casey	13	1.7
Crittenden	4	0.9	Estill	13	1.7
Ballard	3	0.7	Johnson	19	1.6
Livingston	3	0.6	Henry	12	1.6
Clinton	3	0.6	Mercer	16	1.5
Bracken	2	0.5	Marion	14	1.5
Owsley	1	0.4	Mason	13	1.5
Carlisle	1	0.4	Taylor	16	1.4
Menifee	1	0.3	Rockcastle	12	1.4
Hancock	1	0.2	Rowan	15	1.4
Lyon	1	0.2	Montgomery	15	1.3
Hickman	0	0.0	Harrison	12	1.3
McLean	0	0.0	Adair	11	1.3
Robertson	0	0.0	Anderson	11	1.2
<b>POPULATION CATEGORY 10,000-14,999</b>			Wayne	11	1.1
Carroll	13	2.6	Knott	9	1.0
Butler	11	1.7	Lincoln	11	0.9
Garrard	12	1.6	Clay	10	0.8
Bath	9	1.6	Russell	5	0.6
Washington	9	1.6	Hart	5	0.6
Powell	10	1.5	McCreary	5	0.6
Lewis	10	1.4	Ohio	6	0.5
Caldwell	8	1.2	Breckinridge	2	0.2
Magoffin	8	1.2	Allen	1	0.1
Morgan	8	1.1	Lawrence	1	0.1
Webster	7	1.0	<b>POPULATION CATEGORY 25,000-50,000</b>		
Martin	6	1.0	Henderson	61	2.7
Leslie	6	1.0	Boyd	55	2.2
Owen	5	0.9	Jessamine	42	2.2
Fleming	6	0.9	Letcher	26	2.1
Larue	6	0.9	Clark	35	2.1
Spencer	5	0.8	Scott	35	2.1
Metcalfe	4	0.8	Franklin	48	2.0
Trigg	5	0.8	Boyle	26	1.9
Green	4	0.7	Floyd	39	1.8
Pendleton	5	0.7	Bell	27	1.8
Jackson	3	0.4	Knox	29	1.8
Edmonson	2	0.3	Whitley	28	1.6
Todd	2	0.3	Nelson	30	1.6
Monroe	1	0.2	Calloway	26	1.5
			Hopkins	35	1.5
			Graves	25	1.4
			Marshall	21	1.4
			Perry	20	1.4
			Harlan	23	1.4
			Meade	17	1.3
			Barren	23	1.2
			Shelby	19	1.1
			Carter	15	1.1
			Greenup	19	1.0
			Logan	12	0.9
			Muhlenberg	12	0.8
			Oldham	19	0.8
			<b>POPULATION CATEGORY OVER 50,000</b>		
			Jefferson	1,682	4.9
			Fayette	510	3.9
			Kenton	287	3.8
			Campbell	144	3.2
			Madison	78	2.2
			Warren	101	2.2
			Boone	90	2.1
			McCracken	69	2.1
			Daviess	85	1.9
			Christian	59	1.6
			Hardin	64	1.4
			Pike	44	1.3
			Laurel	35	1.3
			Pulaski	34	1.2
			Bullitt	34	1.1

TABLE 42. PEDESTRIAN CRASH RATES BY CITY AND POPULATION CATEGORY  
(IN ORDER OF DECREASING PERCENTAGES)(2002-2006)

CITY	NUMBER OF CRASHES (2002-2006)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)	CITY	NUMBER OF CRASHES (2002-2006)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Louisville	1,437	11.2	Ludlow	15	6.8
Lexington	510	3.9	Barbourville	11	6.1
POPULATION CATEGORY 20,000-55,000			Benton	12	5.7
Covington	184	8.5	Williamstown	9	5.6
Florence	53	4.5	Irvine	8	5.6
Paducah	54	4.1	Springfield	7	5.3
Henderson	55	4.0	Morganfield	8	4.6
Ashland	44	4.0	Grayson	9	4.6
Bowling Green	81	3.3	Paintsville	9	4.4
Hopkinsville	50	3.3	Prestonsburg	8	4.4
Richmond	45	3.3	Lancaster	8	4.3
Frankfort	39	2.8	Hazard	10	4.2
Owensboro	76	2.8	Carrollton	8	4.2
Elizabethtown	27	2.4	Mount Vernon	5	3.9
Jeffersonton	27	2.0	Columbia	6	3.0
Radcliff	22	2.0	Fulton	4	2.9
POPULATION CATEGORY 10,000-19,999			Flemingsburg	4	2.7
Newport	98	11.5	Marion	4	2.5
Shively	64	8.4	Stanford	4	2.3
Somerset	22	3.9	Cold Spring	4	2.1
Winchester	33	3.9	Stanton	3	2.0
Bardstown	19	3.7	Dawson Springs	3	2.0
Nicholasville	33	3.4	Cumberland	2	1.5
Murray	24	3.2	Greenville	3	1.4
Danville	25	3.2	Hodgenville	2	1.4
Mayfield	15	2.9	Lakeside Park	2	1.4
Erlanger	23	2.8	Providence	2	1.1
Middlesboro	14	2.7	Vine Grove	2	1.0
Georgetown	24	2.7	Tompkinsville	1	0.8
Madisonville	25	2.6	Hartford	1	0.8
Campbellsville	13	2.5	Calvert City	1	0.7
Glasgow	14	2.2	Beaver Dam	1	0.7
Shelbyville	11	2.2			
Independence	12	1.6			
Fort Thomas	8	1.0			
POPULATION CATEGORY 5,000-9,999					
Leitchfield	19	6.2			
Bellevue	16	4.9			
Versailles	18	4.8			
Williamsburg	11	4.3			
London	12	4.2			
Mount Sterling	12	4.1			
Paris	18	3.9			
Pikeville	12	3.8			
Cynthiana	12	3.8			
Harrodsburg	13	3.2			
La Grange	9	3.2			
Shepherdsville	13	3.1			
Lebanon	9	3.1			
Franklin	12	3.0			
Elsmere	12	2.9			
Corbin	11	2.8			
Monticello	8	2.7			
Dayton	8	2.7			
Morehead	8	2.7			
Fort Mitchell	10	2.5			
Berea	12	2.4			
Russellville	8	2.2			
Maysville	10	2.2			
Princeton	6	1.8			
Flatwoods	7	1.8			
Fort Wright	4	1.4			
Mount Washington	6	1.4			
Taylor Mill	4	1.2			
Lawrenceburg	5	1.1			
Edgewood	5	1.1			
Central City	3	1.0			
Villa Hills	3	0.8			
Wilmore	2	0.7			
Highland Heights	2	0.6			
Alexandria	1	0.2			

TABLE 43. BICYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2002-2006)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)	COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Fulton	4	1.0	Simpson	10	1.2
Trimble	4	1.0	Marion	10	1.1
Gallatin	3	0.8	Mason	9	1.1
Hickman	2	0.8	Union	8	1.0
Cumberland	3	0.8	Bourbon	9	0.9
Lyon	2	0.5	Henry	6	0.8
Bracken	2	0.5	Taylor	9	0.8
Clinton	2	0.4	Harrison	7	0.8
Carlisle	1	0.4	Breathitt	6	0.7
Owsley	1	0.4	Rowan	7	0.6
Lee	1	0.3	Wayne	6	0.6
Wolfe	1	0.3	McCreary	5	0.6
Elliott	1	0.3	Grayson	6	0.5
Menifee	1	0.3	Lincoln	6	0.5
Hancock	1	0.2	Woodford	6	0.5
Crittenden	1	0.2	Anderson	4	0.4
Livingston	1	0.2	Grant	4	0.4
Ballard	1	0.2	Ohio	5	0.4
McLean	1	0.2	Montgomery	5	0.4
Nicholas	0	0.0	Knott	3	0.3
Robertson	0	0.0	Allen	3	0.3
<b>POPULATION CATEGORY 10,000-14,999</b>			Adair	3	0.3
Carroll	5	1.0	Breckinridge	3	0.3
Caldwell	5	0.8	Johnson	3	0.3
Garrard	4	0.5	Estill	2	0.3
Todd	3	0.5	Hart	3	0.3
Washington	2	0.4	Rockcastle	2	0.2
Lewis	3	0.4	Mercer	2	0.2
Jackson	3	0.4	Lawrence	1	0.1
Larue	3	0.4	Casey	1	0.1
Fleming	3	0.4	Russell	1	0.1
Magoffin	2	0.3	Clay	1	0.1
Powell	2	0.3	<b>POPULATION CATEGORY 25,000-50,000</b>		
Pendleton	2	0.3	Henderson	38	1.7
Trigg	2	0.3	Boyd	32	1.3
Monroe	2	0.3	Bell	16	1.1
Martin	1	0.2	Scott	19	1.1
Leslie	1	0.2	Nelson	21	1.1
Butler	1	0.2	Jessamine	21	1.1
Spencer	1	0.2	Shelby	17	1.0
Metcalfe	1	0.2	Clark	15	0.9
Green	1	0.2	Calloway	13	0.8
Bath	0	0.0	Logan	11	0.8
Morgan	0	0.0	Hopkins	17	0.7
Owen	0	0.0	Muhlenberg	11	0.7
Webster	0	0.0	Greenup	11	0.6
Edmonson	0	0.0	Franklin	14	0.6
			Floyd	10	0.5
			Harlan	9	0.5
			Barren	9	0.5
			Perry	7	0.5
			Marshall	7	0.5
			Boyle	7	0.5
			Knox	6	0.4
			Letcher	5	0.4
			Graves	8	0.4
			Whitley	6	0.3
			Carter	3	0.2
			Meade	3	0.2
			Oldham	5	0.2
			<b>POPULATION CATEGORY OVER 50,000</b>		
			Daviess	116	2.5
			Jefferson	790	2.3
			Fayette	268	2.1
			Campbell	93	2.1
			Kenton	147	1.9
			McCracken	51	1.6
			Warren	55	1.2
			Christian	39	1.1
			Madison	34	1.0
			Boone	37	0.9
			Hardin	32	0.7
			Pulaski	16	0.6
			Laurel	12	0.5
			Pike	10	0.3
			Bullitt	10	0.3

TABLE 44. BICYCLE CRASH RATES BY CITY AND POPULATION CATEGORY  
(IN ORDER OF DECREASING PERCENTAGES)(2002-2006)

CITY	NUMBER OF CRASHES (2002-2006)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)	CITY	NUMBER OF CRASHES (2002-2006)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Louisville	691	5.4	Morganfield	5	2.9
Lexington	268	2.1	Ludlow	6	2.7
POPULATION CATEGORY 20,000-55,000			Hodgenville	3	2.1
Covington	108	5.0	Lancaster	4	2.1
Owensboro	106	3.9	Carrollton	4	2.1
Paducah	41	3.1	Hickman	2	1.6
Ashland	27	2.5	Cold Spring	3	1.6
Henderson	34	2.5	Paintsville	3	1.5
Hopkinsville	33	2.2	Tompkinsville	2	1.5
Florence	23	2.0	Springfield	2	1.5
Bowling Green	47	1.9	Vine Grove	3	1.4
Richmond	20	1.5	Fulton	2	1.4
Jeffersonton	16	1.2	Scottsville	3	1.4
Elizabethtown	14	1.2	Flemingsburg	2	1.3
Radcliff	12	1.1	Southgate	2	1.2
Frankfort	10	0.7	Stanford	2	1.2
POPULATION CATEGORY 10,000-19,999			Russell	2	1.1
Newport	50	5.9	Prestonsburg	2	1.1
Bardstown	16	3.1	Benton	2	1.0
Shively	19	2.5	Columbia	2	1.0
Middlesboro	13	2.5	Greenville	2	0.9
Shelbyville	12	2.4	Hazard	2	0.8
Georgetown	17	1.9	Hartford	1	0.8
Somerset	10	1.8	Mount Vernon	1	0.8
Erlanger	14	1.7	Beaver Dam	1	0.7
Campbellsville	9	1.7	Calvert City	1	0.7
Winchester	13	1.6	Irvine	1	0.7
Nicholasville	16	1.6	Marion	1	0.6
Madisonville	15	1.6			
Murray	11	1.5			
Mayfield	7	1.4			
Fort Thomas	9	1.1			
Glasgow	7	1.1			
Danville	7	0.9			
Independence	3	0.4			
POPULATION CATEGORY 5,000-9,999					
Bellevue	15	4.6			
Lebanon	8	2.8			
Russellville	9	2.5			
Leitchfield	6	2.0			
Maysville	9	2.0			
Franklin	8	2.0			
Flatwoods	7	1.8			
London	5	1.8			
Morehead	5	1.7			
Dayton	5	1.7			
Elsmere	7	1.7			
Cynthiana	5	1.6			
Versailles	6	1.6			
Princeton	5	1.5			
Paris	7	1.5			
Berea	7	1.4			
Central City	4	1.4			
Monticello	4	1.3			
Alexandria	5	1.2			
Pikeville	3	1.0			
Shepherdsville	4	1.0			
Edgewood	4	0.9			
Lawrenceburg	4	0.9			
Highland Heights	3	0.9			
Corbin	3	0.8			
Williamsburg	2	0.8			
Harrodsburg	2	0.5			
Fort Wright	1	0.4			
Mount Sterling	1	0.3			
Villa Hills	1	0.3			
Taylor Mill	1	0.3			
Mount Washington	1	0.2			

TABLE 45. MOTORCYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2002-2006)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)	COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Robertson	8	7.1	Union	49	6.3
Livingston	34	6.9	Montgomery	60	5.3
Trimble	26	6.4	Rowan	55	5.0
Bracken	26	6.3	Anderson	47	4.9
Menifee	20	6.1	Marion	41	4.5
Lyon	22	5.4	Taylor	51	4.4
Elliott	18	5.3	Mason	37	4.4
Fulton	20	5.2	Johnson	51	4.4
Crittenden	21	4.5	Rockcastle	35	4.2
Ballard	18	4.3	Woodford	48	4.1
Gallatin	17	4.3	Bourbon	40	4.1
Wolfe	14	4.0	Estill	31	4.1
Hancock	15	3.6	Grant	45	4.0
Carlisle	8	3.0	Mercer	42	4.0
McLean	14	2.8	Simpson	33	4.0
Nicholas	9	2.6	Harrison	36	4.0
Cumberland	9	2.5	Ohio	45	3.9
Lee	8	2.0	Knott	34	3.9
Hickman	5	1.9	Hart	33	3.8
Clinton	8	1.7	Henry	27	3.6
Owsley	4	1.6	Allen	31	3.5
<b>POPULATION CATEGORY 10,000-14,999</b>			<b>POPULATION CATEGORY 25,000-50,000</b>		
Carroll	44	8.7	McCreary	30	3.5
Leslie	39	6.3	Breathitt	27	3.4
Pendleton	39	5.4	Adair	28	3.2
Owen	26	4.9	Grayson	38	3.2
Spencer	27	4.6	Russell	25	3.1
Powell	30	4.5	Clay	36	2.9
Morgan	29	4.2	Lincoln	33	2.8
Washington	23	4.2	Lawrence	22	2.8
Butler	27	4.2	Casey	17	2.2
Metcalfe	20	4.0	Breckinridge	18	1.9
Jackson	23	3.4	Wayne	18	1.8
Bath	18	3.2	<b>POPULATION CATEGORY OVER 50,000</b>		
Garrard	23	3.1	Henderson	123	5.5
Trigg	19	3.0	Calloway	92	5.4
Caldwell	17	2.6	Marshall	79	5.2
Fleming	17	2.5	Boyd	129	5.2
Webster	18	2.5	Nelson	93	5.0
Monroe	14	2.4	Graves	89	4.8
Larue	16	2.4	Hopkins	107	4.6
Magoffin	15	2.3	Scott	75	4.5
Todd	13	2.2	Jessamine	88	4.5
Martin	12	1.9	Letcher	54	4.3
Lewis	11	1.6	Muhlenberg	68	4.3
Green	7	1.2	Boyle	60	4.3
Edmonson	7	1.2	Shelby	69	4.1
			Clark	67	4.0
			Whitley	68	3.8
			Meade	49	3.7
			Carter	50	3.7
			Floyd	78	3.7
			Harlan	61	3.7
			Franklin	87	3.6
			Perry	52	3.5
			Knox	56	3.5
			Barren	59	3.1
			Logan	34	2.6
			Greenup	44	2.4
			Bell	35	2.3
			Oldham	54	2.3
			McCracken	199	6.1
			Pike	186	5.4
			Madison	189	5.3
			Boone	222	5.2
			Warren	239	5.2
			Pulaski	143	5.1
			Hardin	204	4.3
			Christian	154	4.3
			Daviess	190	4.2
			Laurel	108	4.1
			Fayette	522	4.0
			Jefferson	1,271	3.7
			Bullitt	110	3.6
			Campbell	144	3.2
			Kenton	230	3.0

TABLE 46. MOTORCYCLE CRASH RATES BY CITY AND POPULATION CATEGORY  
(IN ORDER OF DECREASING PERCENTAGES)(2002-2006)

CITY	NUMBER OF CRASHES (2002-2006)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)	CITY	NUMBER OF CRASHES (2002-2006)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Louisville	1,094	8.5	Prestonsburg	20	11.1
Lexington	522	4.0	Carrollton	15	7.8
POPULATION CATEGORY 20,000-55,000			Calvert City	10	7.4
Paducah	111	8.4	Russell	13	7.1
Florence	80	6.8	Paintsville	13	6.3
Ashland	65	5.9	Morganfield	11	6.3
Elizabethtown	67	5.9	Benton	13	6.2
Bowling Green	143	5.8	Barbourville	11	6.1
Henderson	80	5.8	Scottsville	13	6.0
Richmond	77	5.7	Greenville	13	5.9
Radcliff	59	5.4	Grayson	11	5.7
Hopkinsville	80	5.3	Columbia	11	5.5
Owensboro	122	4.5	Hazard	13	5.4
Covington	74	3.4	Stanton	8	5.3
Frankfort	43	3.1	Springfield	7	5.3
Jeffersontown	19	1.4	Stanford	9	5.2
POPULATION CATEGORY 10,000-19,999			Fulton	7	5.0
Somerset	51	9.0	Cold Spring	9	4.7
Bardstown	35	6.7	Mount Vernon	6	4.6
Shively	46	6.1	Tompkinsville	6	4.5
Madisonville	55	5.7	Marion	7	4.4
Mayfield	29	5.6	Hodgenville	6	4.2
Newport	47	5.5	Beaver Dam	6	4.0
Murray	41	5.5	Providence	7	3.9
Shelbyville	27	5.4	Lancaster	7	3.7
Danville	41	5.3	Irvine	5	3.5
Campbellsville	24	4.6	Williamstown	5	3.1
Erlanger	35	4.2	Hartford	3	2.3
Georgetown	35	3.9	Ludlow	5	2.3
Nicholasville	38	3.9	Cumberland	3	2.3
Glasgow	23	3.5	Flemingsburg	3	2.0
Winchester	26	3.1	Southgate	3	1.7
Independence	20	2.7	Hickman	2	1.6
Fort Thomas	15	1.8	Vine Grove	3	1.4
Middlesboro	8	1.5	Dawson Springs	2	1.3
POPULATION CATEGORY 5,000-9,999			Lakeside Park	1	0.7
Pikeville	43	13.7			
London	25	8.8			
Shepherdsville	36	8.6			
Mount Sterling	18	6.1			
Berea	26	5.3			
Central City	15	5.1			
Leitchfield	15	4.9			
Morehead	14	4.7			
Paris	21	4.6			
Harrodsburg	18	4.5			
Cynthiana	14	4.5			
Maysville	20	4.4			
Corbin	17	4.4			
Franklin	17	4.3			
Versailles	15	4.0			
Fort Wright	11	3.9			
Russellville	12	3.4			
Mount Washington	14	3.3			
La Grange	9	3.2			
Williamsburg	8	3.1			
Fort Mitchell	12	3.0			
Bellevue	9	2.8			
Lebanon	7	2.4			
Princeton	8	2.4			
Edgewood	11	2.3			
Lawrenceburg	10	2.2			
Alexandria	9	2.2			
Villa Hills	8	2.0			
Flatwoods	7	1.8			
Monticello	5	1.7			
Taylor Mill	6	1.7			
Elsmere	6	1.5			
Dayton	4	1.3			
Highland Heights	4	1.2			

TABLE 47. SCHOOL BUS CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2002-2006)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)	COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Wolfe	10	2.8	Clay	40	3.3
Gallatin	10	2.5	Rowan	34	3.1
McLean	10	2.0	Grant	35	3.1
Hancock	7	1.7	Anderson	28	2.9
Livingston	8	1.6	Montgomery	30	2.7
Carlisle	4	1.5	Rockcastle	21	2.5
Nicholas	5	1.5	Knott	22	2.5
Elliott	5	1.5	Breathitt	19	2.4
Crittenden	6	1.3	Woodford	28	2.4
Menifee	4	1.2	Marion	17	1.9
Bracken	5	1.2	Grayson	22	1.8
Trimble	5	1.2	Bourbon	16	1.7
Robertson	1	0.9	Hart	15	1.7
Cumberland	3	0.8	Wayne	15	1.5
Ballard	3	0.7	Mason	12	1.4
Clinton	3	0.6	Harrison	13	1.4
Lee	2	0.5	Breckinridge	12	1.3
Fulton	2	0.5	Mercer	14	1.3
Hickman	0	0.0	Johnson	14	1.2
Owsley	0	0.0	Lincoln	14	1.2
Lyon	0	0.0	Union	9	1.2
<b>POPULATION CATEGORY 10,000-14,999</b>			<b>POPULATION CATEGORY 25,000-50,000</b>		
Morgan	26	3.7	Henry	8	1.1
Leslie	19	3.1	Adair	9	1.0
Todd	18	3.0	Taylor	10	0.9
Metcalfe	14	2.8	Estill	7	0.9
Martin	15	2.4	Lawrence	7	0.9
Fleming	15	2.2	Ohio	9	0.8
Carroll	11	2.2	McCreary	7	0.8
Pendleton	15	2.1	Simpson	6	0.7
Lewis	14	2.0	Casey	4	0.5
Spencer	12	2.0	Allen	3	0.3
Bath	10	1.8	Russell	2	0.2
Caldwell	11	1.7	<b>POPULATION CATEGORY OVER 50,000</b>		
Magoffin	11	1.7	Jefferson	1,069	3.1
Washington	8	1.5	Bullitt	87	2.8
Edmonson	8	1.4	Boone	110	2.6
Jackson	9	1.3	Warren	117	2.5
Trigg	8	1.3	Madison	88	2.5
Monroe	7	1.2	Kenton	173	2.3
Garrard	9	1.2	Christian	75	2.1
Green	7	1.2	Fayette	268	2.1
Larue	8	1.2	McCracken	64	2.0
Webster	7	1.0	Campbell	81	1.8
Powell	6	0.9	Daviess	84	1.8
Butler	5	0.8	Pike	61	1.8
Owen	4	0.8	Laurel	48	1.8
			Pulaski	47	1.7
			Hardin	80	1.7

TABLE 48. SCHOOL BUS CRASH RATES BY CITY AND POPULATION CATEGORY  
(IN ORDER OF DECREASING PERCENTAGES)(2002-2006)

CITY	NUMBER OF CRASHES (2002-2006)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)	CITY	NUMBER OF CRASHES (2002-2006)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Louisville	875	6.8	Williamstown	10	6.2
Lexington	268	2.1	Hazard	14	5.8
POPULATION CATEGORY 20,000-55,000			Prestonsburg	10	5.5
Hopkinsville	52	3.5	Barbourville	8	4.5
Richmond	46	3.4	Morganfield	6	3.4
Florence	36	3.1	Flemingsburg	5	3.3
Covington	59	2.7	Carrollton	6	3.1
Frankfort	38	2.7	Vine Grove	6	2.9
Paducah	34	2.6	Paintsville	5	2.4
Bowling Green	60	2.4	Springfield	3	2.3
Henderson	32	2.3	Grayson	4	2.1
Elizabethtown	25	2.2	Columbia	4	2.0
Jeffersontown	28	2.1	Stanton	3	2.0
Ashland	23	2.1	Benton	4	1.9
Owensboro	54	2.0	Marion	3	1.9
Radcliff	15	1.4	Stanford	3	1.7
POPULATION CATEGORY 10,000-19,999			Lancaster	3	1.6
Nicholasville	68	6.9	Lakeside Park	2	1.4
Shively	40	5.3	Beaver Dam	2	1.3
Shelbyville	19	3.8	Russell	2	1.1
Bardstown	19	3.7	Greenville	2	0.9
Winchester	24	2.9	Hartford	1	0.8
Murray	22	2.9	Tompkinsville	1	0.8
Newport	24	2.8	Dawson Springs	1	0.7
Independence	21	2.8	Park Hills	1	0.7
Middlesboro	14	2.7	Fulton	1	0.7
Georgetown	22	2.4	Irvine	1	0.7
Danville	16	2.1	Scottsville	1	0.5
Somerset	12	2.1			
Campbellsville	8	1.5			
Erlanger	12	1.4			
Mayfield	7	1.4			
Madisonville	13	1.3			
Glasgow	6	0.9			
Fort Thomas	2	0.2			
POPULATION CATEGORY 5,000-9,999					
Shepherdsville	25	6.0			
Taylor Mill	18	5.2			
Lebanon	12	4.2			
London	11	3.9			
Lawrenceburg	16	3.6			
Versailles	13	3.5			
Pikeville	10	3.2			
Edgewood	14	3.0			
Wilmore	9	3.0			
Leitchfield	9	2.9			
Berea	14	2.8			
La Grange	8	2.8			
Monticello	8	2.7			
Morehead	8	2.7			
Mount Sterling	8	2.7			
Villa Hills	10	2.5			
Alexandria	10	2.4			
Corbin	9	2.3			
Cynthiana	7	2.2			
Maysville	10	2.2			
Russellville	7	2.0			
Bellevue	6	1.9			
Princeton	6	1.8			
Paris	8	1.7			
Williamsburg	4	1.6			
Mount Washington	7	1.6			
Fort Mitchell	6	1.5			
Fort Wright	4	1.4			
Elsmere	4	1.0			
Franklin	4	1.0			
Highland Heights	3	0.9			
Central City	2	0.7			
Dayton	2	0.7			
Harrodsburg	2	0.5			
Flatwoods	2	0.5			

TABLE 49. TRUCK CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2002-2006)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)	COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Gallatin	268	68.1	Simpson	452	55.1
Lyon	184	45.5	Rockcastle	452	54.5
Ballard	165	39.8	Henry	317	42.1
Livingston	132	26.9	Grant	457	40.8
Bracken	111	26.8	Hart	352	40.4
Wolfe	90	25.5	Woodford	428	36.9
Fulton	92	23.7	Mason	301	35.8
Crittenden	103	22.0	Bourbon	317	32.7
Trimble	86	21.2	Rowan	350	31.7
Cumberland	70	19.6	Knott	269	30.5
Clinton	88	18.3	Adair	231	26.8
Hancock	75	17.9	Montgomery	279	24.7
Carlisle	47	17.6	Grayson	285	23.7
Owsley	41	16.9	Ohio	269	23.5
Hickman	42	16.0	Union	168	21.5
McLean	72	14.5	Marion	193	21.2
Nicholas	41	12.0	Anderson	198	20.7
Elliott	36	10.7	Breathitt	162	20.1
Lee	34	8.6	Lawrence	156	20.0
Menifee	28	8.5	Taylor	195	17.0
Robertson	5	4.4	Allen	143	16.1
<b>POPULATION CATEGORY 10,000-14,999</b>			Lincoln	183	15.7
Carroll	345	67.9	Harrison	138	15.3
Leslie	193	31.1	Johnson	177	15.1
Bath	156	28.1	Mercer	152	14.6
Monroe	151	25.7	Russell	105	12.9
Metcalfe	128	25.5	Breckinridge	114	12.2
Lewis	174	24.7	Clay	149	12.1
Trigg	155	24.6	Wayne	119	11.9
Pendleton	173	24.0	Casey	89	11.5
Webster	169	23.9	McCreary	94	11.0
Caldwell	154	23.6	Estill	76	9.9
Larue	154	23.0	<b>POPULATION CATEGORY 25,000-50,000</b>		
Washington	118	21.6	Scott	659	39.9
Todd	117	19.5	Shelby	645	38.7
Garrard	140	18.9	Henderson	808	36.0
Magoffin	126	18.9	Barren	617	32.4
Fleming	129	18.7	Clark	535	32.3
Spencer	90	15.3	Hopkins	725	31.2
Green	85	14.8	Perry	455	31.0
Butler	95	14.6	Whitley	524	29.2
Owen	76	14.4	Letcher	368	29.1
Jackson	96	14.2	Boyd	712	28.6
Martin	89	14.2	Marshall	416	27.6
Edmonson	79	13.6	Jessamine	527	27.0
Morgan	93	13.3	Floyd	518	24.4
Powell	87	13.1	Logan	323	24.3
			Muhlenberg	378	23.7
			Carter	319	23.7
			Nelson	408	21.8
			Graves	397	21.4
			Franklin	506	21.2
			Bell	316	21.0
			Oldham	478	20.7
			Harlan	340	20.5
			Calloway	329	19.3
			Knox	292	18.4
			Boyle	246	17.8
			Meade	152	11.5
			Greenup	199	10.8
			<b>POPULATION CATEGORY OVER 50,000</b>		
			Boone	2,235	52.0
			Pike	1,283	37.3
			Laurel	943	35.8
			Warren	1,649	35.6
			Madison	1,112	31.4
			Fayette	4,044	31.0
			Bullitt	939	30.7
			Kenton	2,300	30.4
			Hardin	1,373	29.2
			McCracken	950	29.0
			Jefferson	9,830	28.3
			Christian	904	25.0
			Pulaski	696	24.8
			Campbell	950	21.4
			Daviess	969	21.2

TABLE 50. MOTOR VEHICLE-TRAIN CRASH RATES BY COUNTY AND POPULATION CATEGORY  
(IN ORDER OF DECREASING PERCENTAGES) (2002 - 2006)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)	COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999 (cont.)</b>		
Carlisle	2	0.75	Anderson	1	0.10
Hickman	1	0.38	Bourbon	1	0.10
Nicholas	1	0.29	Ohio	1	0.09
Fulton	1	0.26	Clay	0	0.00
McLean	0	0.00	Johnson	0	0.00
Livingston	0	0.00	Taylor	0	0.00
Clinton	0	0.00	Montgomery	0	0.00
Crittenden	0	0.00	Rowan	0	0.00
Hancock	0	0.00	Wayne	0	0.00
Ballard	0	0.00	Marion	0	0.00
Bracken	0	0.00	Allen	0	0.00
Trimble	0	0.00	Adair	0	0.00
Lyon	0	0.00	McCreary	0	0.00
Lee	0	0.00	Mason	0	0.00
Gallatin	0	0.00	Russell	0	0.00
Cumberland	0	0.00	Union	0	0.00
Wolfe	0	0.00	Casey	0	0.00
Elliott	0	0.00	Estill	0	0.00
Menifee	0	0.00	<b>POPULATION CATEGORY 25,000-49,999</b>		
Owsley	0	0.00	Oldham	18	0.78
Robertson	0	0.00	Floyd	12	0.57
<b>POPULATION CATEGORY 10,000 - 14,999</b>			Hopkins	12	0.52
Todd	4	0.67	Bell	7	0.47
Carroll	2	0.39	Letcher	5	0.40
Magoffin	2	0.30	Harlan	6	0.36
Lewis	2	0.28	Shelby	4	0.24
Edmonson	1	0.17	Logan	3	0.23
Caldwell	1	0.15	Henderson	5	0.22
Webster	1	0.14	Knox	3	0.19
Pendleton	1	0.14	Scott	3	0.18
Garrard	0	0.00	Whitley	3	0.17
Morgan	0	0.00	Boyd	4	0.16
Fleming	0	0.00	Perry	2	0.14
Jackson	0	0.00	Marshall	2	0.13
Larue	0	0.00	Clark	2	0.12
Powell	0	0.00	Muhlenberg	1	0.06
Butler	0	0.00	Graves	1	0.05
Trigg	0	0.00	Nelson	1	0.05
Martin	0	0.00	Barren	1	0.05
Leslie	0	0.00	Franklin	0	0.00
Spencer	0	0.00	Jessamine	0	0.00
Monroe	0	0.00	Greenup	0	0.00
Green	0	0.00	Calloway	0	0.00
Bath	0	0.00	Boyle	0	0.00
Washington	0	0.00	Carter	0	0.00
Owen	0	0.00	Meade	0	0.00
Metcalfe	0	0.00	<b>POPULATION CATEGORY 50,000 - OVER</b>		
<b>POPULATION CATEGORY 15,000 - 24,999</b>			Pike	14	0.41
Mercer	8	0.77	Pulaski	9	0.32
Grant	8	0.71	Daviess	10	0.22
Lincoln	6	0.51	Jefferson	68	0.20
Henry	3	0.40	Hardin	8	0.17
Hart	3	0.34	Madison	6	0.17
Breckinridge	3	0.32	Christian	6	0.17
Woodford	3	0.26	Boone	6	0.14
Lawrence	2	0.26	Bullitt	4	0.13
Grayson	3	0.25	Laurel	3	0.11
Breathitt	2	0.25	Kenton	4	0.05
Simpson	2	0.24	Warren	2	0.04
Knott	2	0.23	Fayette	5	0.04
Harrison	2	0.22	McCracken	1	0.03
Rockcastle	1	0.12	Campbell	1	0.02

TABLE 51. CRASHES INVOLVING VEHICLE DEFECT BEFORE AND AFTER REPEAL  
OF VEHICLE INSPECTION LAW

TIME PERIOD	NUMBER OF CRASHES INVOLVING VEHICLE DEFECTS	PERCENT OF ALL CRASHES INVOLVING VEHICLE DEFECTS
October 1976 - May 1978 (20 Months Before Repeal of Law)	14,440	5.86
June 1978 - December 1979 (19 Months After Repeal of Law)	16,527	7.09
1980-1984	46,397	7.43
1985-1989	46,552	6.64
1990-1994	40,393	6.09
1995-1999	33,655	5.27
2000	7,834	4.98
2001	7,325	4.79
2002	7,338	4.77
2003	6,882	4.47
2004	6,811	4.33
2005	7,050	4.61
2006	6,656	4.36

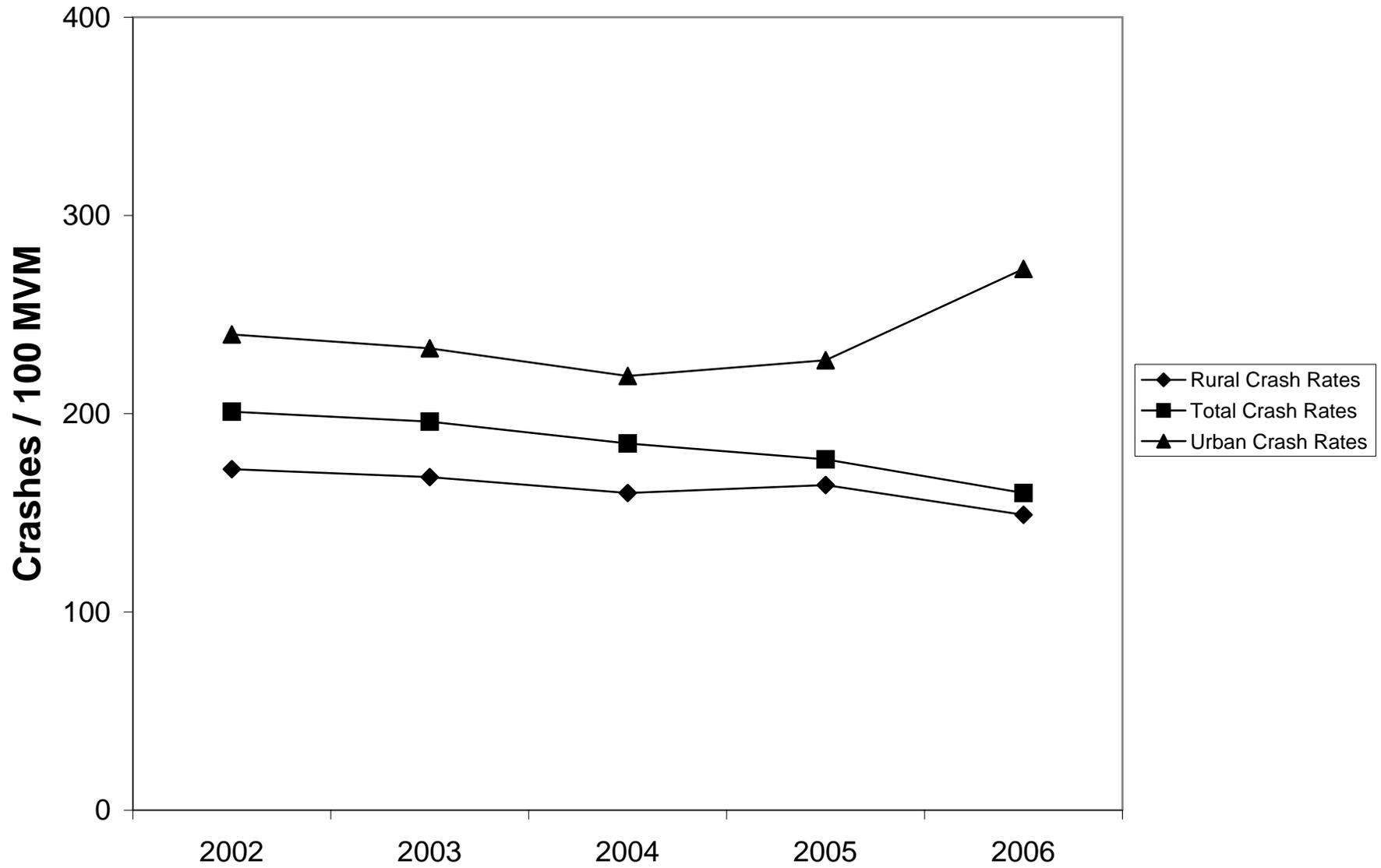


Figure 1. Trends in Crash Rates  
(State-Maintained Roads)

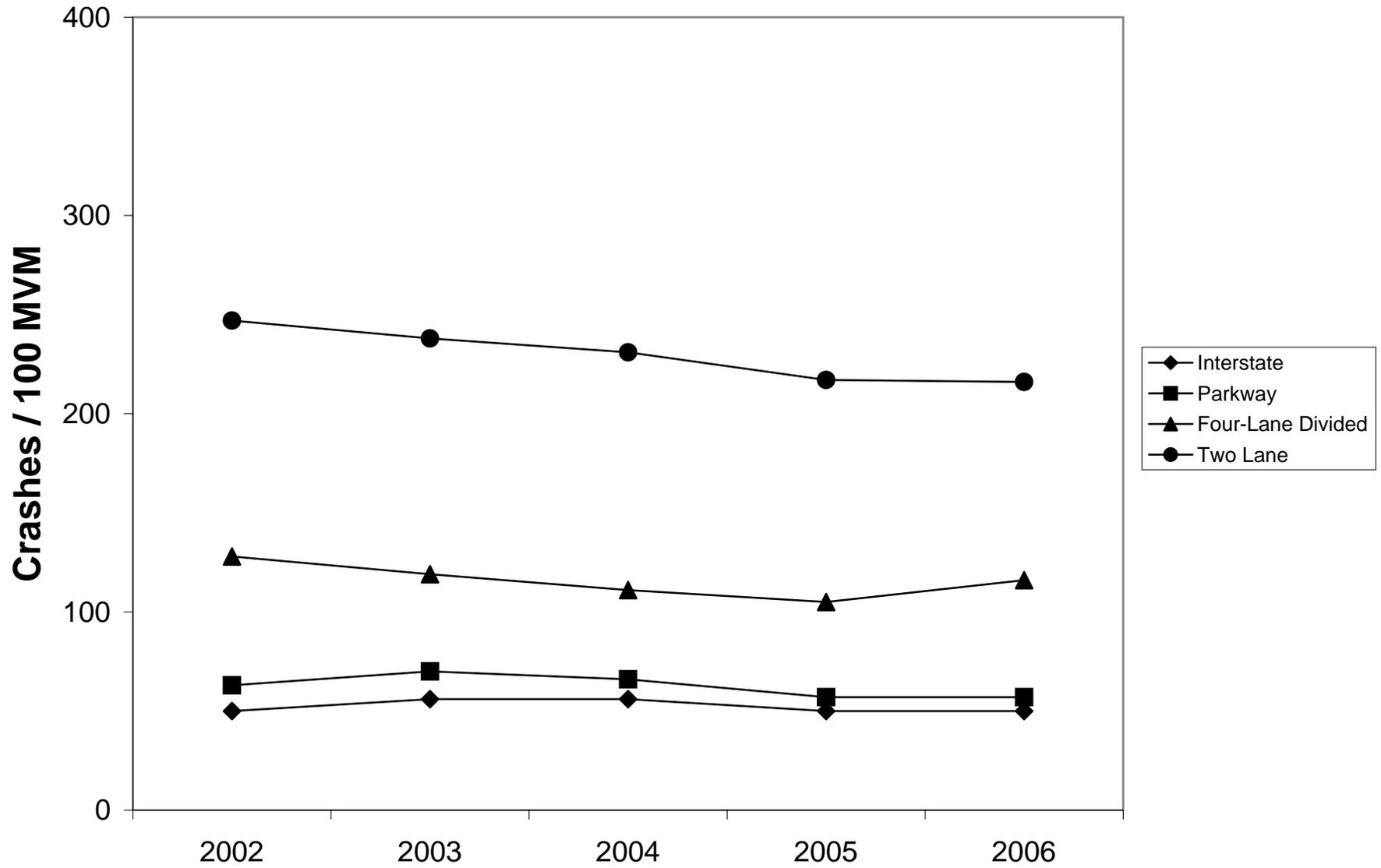


Figure 2. Trends in Rural Crash Rates  
(State-Maintained Roads)

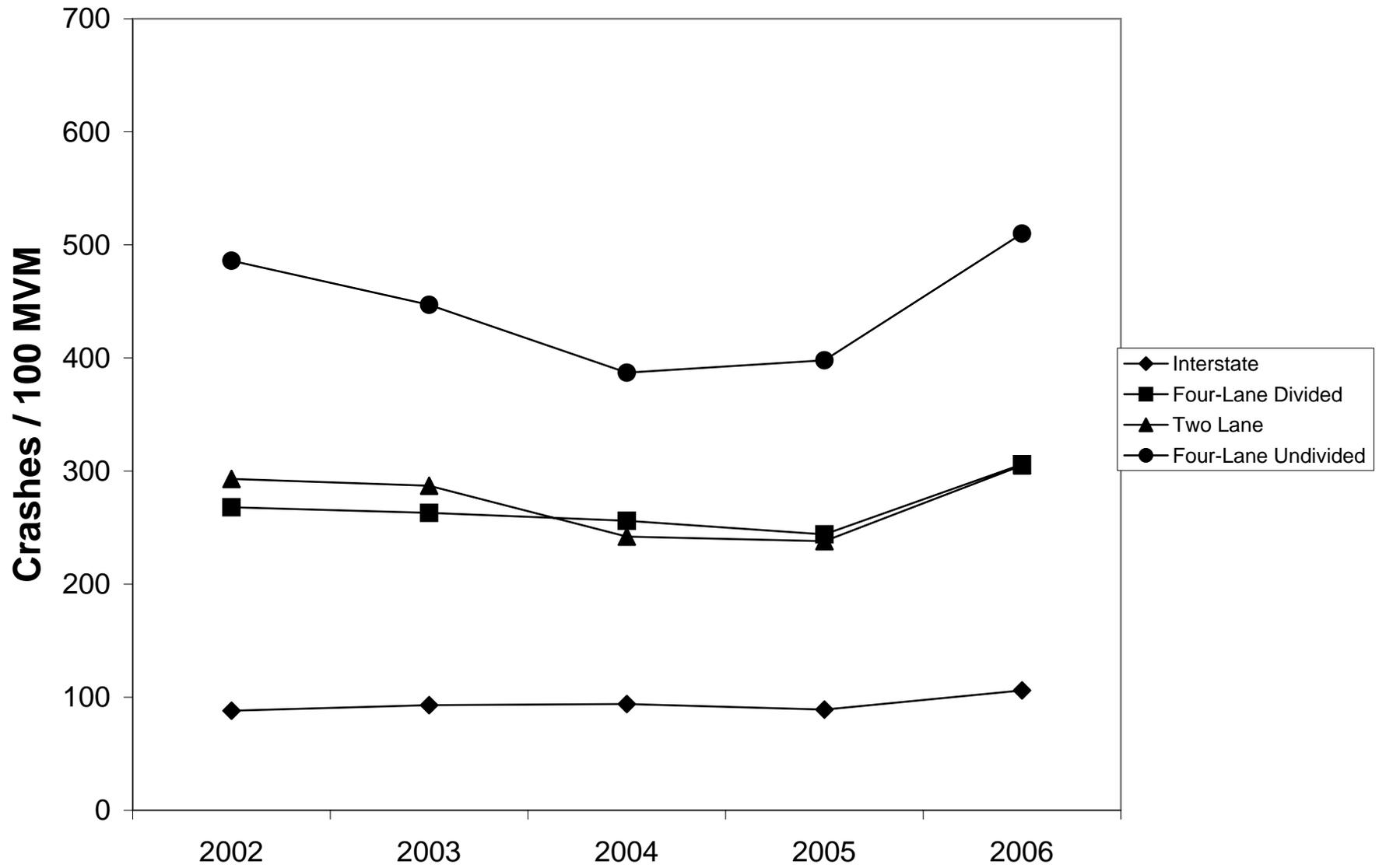


Figure 3. Trends in Urban Crash Rates  
(State-Maintained Roads)



APPENDIX A

STATEWIDE CRASH RATES AS A  
FUNCTION OF SEVERAL VARIABLES



Highways are grouped into various system classifications. Three common types of groupings include: 1) functional classification, 2) federal-aid system, and 3) administrative classification. Statewide crash rates were determined for each of those groupings. The following is a summary of the findings.

Average statewide rates by functional classification are listed in Table A-1. Highways are grouped into a rural or urban category and then into systems such as arterial, collector, and local. Rates are determined considering all crashes, injury crashes only, and fatal crashes only. The highest overall crash rates are for urban principal arterials (non-interstate or freeway) followed by urban minor arterials. The lowest overall rates are for rural principal arterials (interstate) followed by urban principal arterials (interstate and other freeway). Injury crash rates for the various categories are ordered similar to overall crash rates. However, the ordering for the fatal crash rates is very different. The highest fatal crash rates are for rural collectors, rural local roadways, and minor arterials. Urban principal arterials (interstate and other freeway) have the lowest fatal crash rate with several other urban classifications, as well as rural interstates, also having a relatively low fatal crash rate.

Statewide crash rates by administrative classification are listed in Table A-2. The rate for the primary system is lowest and the rate for the secondary system is the highest. Rates for the rural secondary and unclassified systems are between those two levels.

The benefits of providing a median and increasing the median width are shown in Table A-3. The crash rate for rural highways having four or more lanes that are divided and have a median width of less than 30 feet is less than that for an undivided highway. The crash rate is decreased significantly more when comparing a highway that is divided with a median width of more than 30 feet to a highway having a median width of less than 30 feet.

The effect of access control is described in Table A-4. The large reduction in the crash rate for highways having full control of access compared to those with partial or no access control is shown. However, the crash rate for partial control of access is closer to no access control than to full access control.

An analysis of crash rates for rural highways by federal-aid system and terrain is presented in Table A-5. Each county was given a terrain classification as flat, rolling, or mountainous since a classification was not available for each road segment. Considering the entire system, the rates are similar for all terrain classifications within each federal-aid system.

Rates by rural-urban designation are shown in Table A-6. The lowest rate is for rural areas and the highest rate is for small urban areas.

The summary of crash rates by route signing identifier reveals that US-signed routes have a rate similar to that for state-marked routes, with interstates having a much lower rate (Table A-7). Although the geometric features on the US-signed routes would be expected to be superior to state-marked routes, the US-signed routes have a higher average volume which may partially account for the similar crash rate.

The relationship between crash rate and traffic volume (average annual daily traffic) for various federal-aid highway classifications is illustrated in Table A-8. For interstates that have high design criteria, the crash rate is fairly constant up until the volume range of over 40,000 vehicles per day where an increase occurred. For each of the other highway classifications, the rate for the lowest volume category (AADT under 1,000) tends to be high. One reason for a high rate at low-volume locations is the fact that a few crashes may increase the rate substantially. Lower volume roads also are constructed to less stringent design guidelines, which could contribute to a higher crash rate. The rate on low volume roads can fluctuate substantially with a slight change in crashes due to the low traffic volume.

The percentage of crashes occurring during wet, snow, or icy pavement conditions or during darkness by rural or urban highway type classification is given in Table A-9. The overall percentage of crashes occurring during wet pavement conditions is 24 percent on rural roadways and 19 percent on urban roadways. There are large variations in the percentage of crashes occurring on the various highway types during snow or icy conditions. This five-year statewide percentage would change depending on the amount of snowfall any given year. The percentage on rural roads (5.6 percent) is substantially higher than that on urban roads (3.2 percent). The highest percentages of ice or snow crashes are on interstates and parkways with the highest being 11.8 percent on rural parkways. There are also large variations in the percentage of crashes occurring during darkness. The overall percentage is higher on rural roads (30 percent) than urban roads (22 percent). The highest percentage is on rural parkways, followed closely by rural interstates.

TABLE A-1. STATEWIDE CRASH RATES BY FUNCTIONAL CLASSIFICATION (2002 - 2006)

LOCATION	FUNCTIONAL CLASSIFICATION	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)		
				ALL	INJURY	FATAL
Rural	Principal Arterial, Interstate	537	32,713	42	10	0.6
	Principal Arterial, Other Freeway	2,222	8,319	92	27	1.4
	Minor Arterial	1,687	4,569	177	51	2.1
	Major Collector	6,479	2,259	206	66	2.9
	Minor Collector	9,160	729	224	76	3.5
	Local System	5,051	440	189	60	2.4
Urban	Principal Arterial, Interstate	214	76,775	75	15	0.4
	Principal Arterial, Other Freeway	74	28,828	100	21	0.5
	Other Principal Arterial	732	19,625	297	63	0.9
	Minor Arterial	1,067	10,069	242	54	0.8
	Collector	1,020	4,584	106	26	0.5
	Local System	135	2,220	230	44	1.1

TABLE A-2. STATEWIDE CRASH RATES BY ADMINISTRATIVE CLASSIFICATION (2002 - 2006)

ADMINISTRATIVE CLASSIFICATION	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)	
				ALL	INJURY
Primary	159,847	4,879	15,007	120	
Secondary	117,388	7,959	3,348	241	
Rural Secondary	39,175	12,551	749	228	
Unclassified	4,775	2,078	616	204	

TABLE A-3. STATEWIDE CRASH RATES BY MEDIAN TYPE  
(RURAL ROADS WITH FOUR OR MORE LANES (2002 - 2006))

MEDIAN TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Undivided	3,787	85	17,014	143
Divided, Median Less Than 30 Feet, No Barrier	8,022	291	14,696	103
Divided, Median Greater Than 30 Feet, No Barrier	27,103	1,312	18,417	61

TABLE A-4. STATEWIDE CRASH RATES BY ACCESS CONTROL (2002 - 2006)

ACCESS CONTROL	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Full Control	56,835	1,435	28,972	75
Partial Control	4,869	60	24,168	183
No Control	343,558	26,179	2,650	271

TABLE A-5. STATEWIDE CRASH RATES FOR RURAL HIGHWAYS BY FEDERAL-AID  
SYSTEM AND TERRAIN (2002 - 2006)

FEDERAL-AID SYSTEM	CRASH RATES BY TERRAIN CLASSIFICATION (CRASHES/100MVM)		
	FLAT	ROLLING	MOUNTAINOUS
Interstate	59	58	55
Federal-Aid Primary	161	140	133
Federal-Aid Secondary	222	246	246
Non Federal-Aid	279	278	268
All	208	171	175

TABLE A-6. STATEWIDE CRASH RATES BY RURAL-URBAN DESIGNATION (2002 - 2006)

AREA TYPE	TOTAL CRASHES	AVERAGE		CRASH RATES (CRASHES PER 100 MVM)
		TOTAL MILEAGE	AVERAGE AADT	
Rural	196,017	25,136	2,678	160
Small Urban Area	68,316	1,238	9,690	312
Urbanized Area	141,070	1,362	23,134	245

TABLE A-7. STATEWIDE CRASH RATES BY ROUTE SIGNING IDENTIFIER (2002 - 2006)

ROUTE SIGNING IDENTIFIER	TOTAL CRASHES	AVERAGE		CRASH RATES (CRASHES PER 100 MVM)
		TOTAL MILEAGE	AVERAGE AADT	
Interstate	45,013	752	45,265	72
US State	155,195 205,079	3,562 23,154	8,327 2,024	287 240

TABLE A-8. RELATIONSHIP BETWEEN CRASH RATE AND TRAFFIC VOLUME (2002 - 2006)

VOLUME RANGE (AADT)	CRASH RATES (CRASHES PER 100 MVM)				
	INTERSTATE	FEDERAL-AID PRIMARY	FEDERAL-AID URBAN	FEDERAL-AID SECONDARY	NON-FEDERAL AID
0-999	*	279	349	288	275
1,000-2,499	*	260	408	252	446
2,500-4,999	*	194	301	240	280
5,000-9,999	*	144	278	226	259
10,000-19,999	55	178	317	308	193
20,000-29,999	52	300	397	420	*
30,000-39,999	58	388	363	*	*
40,000 or more	77	210	332	252	275

\* No data in this volume range.

TABLE A-9. PERCENTAGE OF CRASHES OCCURRING DURING WET OR SNOW OR ICE PAVEMENT CONDITIONS OR DURING DARKNESS BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION (2002 - 2006)

LOCATION	HIGHWAY TYPE	PERCENT OF ALL CRASHES		
		WET	SNOW OR ICE	DARKNESS
Rural	One-Lane	26	6.0	29
	Two-Lane	25	5.1	29
	Three-Lane	22	3.4	30
	Four-Lane Divided	21	3.9	27
	(Non-Interstate or Parkway)			
	Four-Lane Undivided	20	2.1	21
	Interstate	27	8.6	36
	Parkway	23	11.7	40
All Rural		25	5.5	30
Urban	Two-Lane	19	3.1	22
	Three-Lane	19	2.4	24
	Four-Lane Divided	18	2.4	21
	(Non-Interstate or Parkway)			
	Four-Lane Undivided	17	1.8	19
	Interstate	18	5.6	29
	Parkway	21	9.4	31
All Urban		18	3.0	22

APPENDIX B

CRASH DATA FOR THREE-YEAR PERIOD (1999-2001)



TABLE B-1. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2004-2006)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM)		
			ALL	INJURY	FATAL
One-Lane	118	280	285	106	2.8
Two-Lane	23,264	1,580	222	69	3.5
Three-Lane	26	5,880	83	26	0.0
Four-Lane Divided (Non-Interstate or Parkway)	574	11,450	111	33	1.7
Four-Lane Undivided	45	12,500	246	56	1.3
Interstate	545	33,010	52	12	0.8
Parkway	585	9,250	60	15	0.7
All	25,158	2,680	153	46	2.3

\* Average for the three years.

TABLE B-2. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2004-2006)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM)		
			ALL	INJURY	FATAL
Two-Lane	2,131	6,800	261	54	1.0
Three-Lane	36	10,890	480	72	0.9
Four-Lane Divided (Non-Interstate or Parkway)	413	23,670	268	56	1.0
Four-Lane Undivided	318	19,530	432	86	1.1
Interstate	205	78,840	96	18	0.5
Parkway	30	14,580	111	24	1.0
All **	3,172	15,380	235	47	0.9

\* Average for the three years.

\*\* Includes small number of one-, five-, and six-lane Highways.

TABLE B-3. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2004-2006)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	102	394	0.10	0.86
	Two-Lane	89,167	77,547	0.58	0.66
	Three-Lane	139	87	2.15	0.25
	Four-Lane Divided (Non-Interstate or Parkway)	7,956	1,913	4.18	0.33
	Four-Lane Undivided	1,516	150	4.56	0.74
	Interstate	10,284	1,817	12.05	0.16
	Parkway	3,562	1,951	3.37	0.18
	All Rural	112,726	83,861	0.98	0.46
	Urban	Two-Lane	41,483	7,102	2.48
Three-Lane		2,032	118	3.98	1.44
Four-Lane Divided		28,761	1,378	8.64	0.81
Four-Lane Undivided		29,363	1,060	7.13	1.30
Interstate		17,001	684	28.78	0.29
Parkway		536	101	5.32	0.33
All Urban**		125,608	10,573	5.61	0.71

\* Average for the three years. The length of a spot is defined to be 0.3 mile.

\*\* Includes small number of miles of one-, five-, and six-lane highways.

TABLE B-4. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2004-2006)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.26	2	0.86	4
	Two-Lane	1.15	4	3.83	9
	Three-Lane	1.60	5	5.35	12
	Four-Lane Divided (Non-Interstate or Parkway)	4.16	10	13.86	24
	Four-Lane Undivided	10.11	19	33.69	49
	Interstate	5.66	12	18.87	31
	Parkway	1.83	6	6.09	13
	All Rural	1.34	5	4.48	10
	Urban	Two-Lane	5.84	13	19.47
Three-Lane		17.16	28	57.20	77
Four-Lane Divided		20.87	33	69.57	92
Four-Lane Undivided		27.70	42	92.34	118
Interstate		24.87	38	82.91	107
Parkway		5.29	12	17.64	29
All Urban**		11.88	21	39.60	56

\* The length of a spot is defined to be 0.3 mile.

\*\* Includes small number of miles of one-, five-, and six-lane highways.

TABLE B-5. STATEWIDE CRASH RATES FOR 0.1 MILE "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2004-2006)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	102	1,183	0.10	0.29
	Two-Lane	89,167	232,640	0.58	0.22
	Three-Lane	139	260	2.15	0.08
	Four-Lane Divided (Non-Interstate or Parkway)	7,956	5,740	4.18	0.11
	Four-Lane Undivided	1,516	450	4.56	0.25
	Interstate	10,284	5,450	12.05	0.05
	Parkway	3,562	5,853	3.37	0.06
	All Rural	112,726	251,583	0.98	0.15
	Urban	Two-Lane	41,483	21,306	2.48
Three-Lane		2,032	355	3.98	0.48
Four-Lane Divided		28,761	4,134	8.64	0.27
Four-Lane Undivided		29,363	3,180	7.13	0.43
Interstate		17,001	2,051	28.78	0.10
Parkway		536	304	5.32	0.11
All Urban**		125,608	31,719	5.61	0.24

\* Average for the three years. The length of a spot is defined to be 0.1 mile.

\*\* Includes small number of miles of one-, five-, and six-lane highways.

TABLE B-6. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR 0.1 MILE "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2004-2006)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.09	1	0.86	4
	Two-Lane	0.38	2	3.83	9
	Three-Lane	0.53	3	5.35	12
	Four-Lane Divided (Non-Interstate or Parkway)	1.39	5	13.86	24
	Four-Lane Undivided	3.37	9	33.69	49
	Interstate	1.89	6	18.87	31
	Parkway	0.61	3	6.09	13
	All Rural	0.45	3	4.48	10
	Urban	Two-Lane	1.95	6	19.47
Three-Lane		5.72	12	57.20	77
Four-Lane Divided		6.96	14	69.57	92
Four-Lane Undivided		9.23	18	92.34	118
Interstate		8.29	16	82.91	107
Parkway		1.76	6	17.64	29
All Urban**		3.96	10	39.60	56

\* The length of a spot is defined to be 0.1 mile.

\*\* Includes small number of miles of one-, five-, and six-lane highways.

TABLE B-7. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL ONE-LANE, TWO-LANE AND THREE-LANE HIGHWAYS (THREE-YEAR PERIOD)(2004-2006)

AADT	CRITICAL CRASH RATE (C/MV)		
	BY HIGHWAY TYPE		
	ONE-LANE	TWO-LANE	THREE-LANE
100	8.88	8.53	7.13
500	2.99	2.81	2.11
1,000	2.01	1.87	1.34
2,500	1.26	1.16	0.77
5,000	0.93	0.85	0.54
7,500	0.80	0.72	0.45
10,000	0.72	0.65	0.39
15,000	0.63	0.57	0.33
20,000	0.58	0.52	0.30

TABLE B-8. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2004-2006)

AADT	CRITICAL CRASH RATE (C/MV)			
	BY HIGHWAY TYPE			
	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.18	2.77	1.74	1.83
1,000	1.38	1.83	1.06	1.12
2,500	0.81	1.13	0.58	0.62
5,000	0.57	0.83	0.39	0.42
10,000	0.41	0.63	0.27	0.30
15,000	0.35	0.55	0.22	0.25
20,000	0.32	0.50	0.20	0.22
30,000	0.27	0.45	0.17	0.19
40,000	0.25	0.41	0.15	0.17
50,000	0.23	0.39	0.14	0.15

TABLE B-9. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (THREE-YEAR PERIOD)(2004-2006)

AADT	CRITICAL CRASH RATE (C/MV)	
	BY HIGHWAY TYPE	
	TWO-LANE	THREE-LANE
500	2.90	3.84
1,000	1.94	2.67
2,500	1.21	1.76
5,000	0.89	1.35
7,500	0.76	1.18
10,000	0.68	1.08
15,000	0.60	0.97
20,000	0.55	0.90
30,000	0.49	0.82
40,000	0.46	0.77

TABLE B-10. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2004-2006)

AADT	CRITICAL CRASH RATE (C/MV)			
	BY HIGHWAY TYPE			
	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	1.97	2.44	1.29	1.38
5,000	0.91	1.21	0.51	0.57
10,000	0.70	0.95	0.37	0.41
15,000	0.61	0.85	0.31	0.35
20,000	0.56	0.79	0.28	0.32
30,000	0.50	0.71	0.24	0.27
40,000	0.47	0.67	0.22	0.25
50,000	0.45	0.64	0.20	0.23
60,000	0.43	0.62	0.19	0.22
70,000	0.42	0.60	0.18	0.21
80,000	0.41	0.59	0.18	0.21
90,000	0.40	0.58	0.17	0.20
100,000	0.39	0.57	0.17	0.20



APPENDIX C  
CRITICAL "NUMBERS OF CRASHES" TABLES



TABLE C-1. CRITICAL NUMBERS OF CRASH RATES ON RURAL HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2002-2006)

HIGHWAY TYPE	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)						
	0.4	1	2	5	10	15	20
One-Lane	3	6	9	18	31	43	54
Two-Lane	7	14	23	49	89	127	165
Three-Lane	11	22	39	85	157	227	297
Four-Lane Divided (Non-Interstate and Parkway)	18	37	66	149	280	409	536
Four-Lane Undivided	36	79	146	337	649	956	1,260
Interstate	22	46	83	189	359	526	691
Parkway	10	19	33	71	131	189	246

TABLE C-2. CRITICAL NUMBERS OF CRASH RATES ON URBAN HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2002-2006)

HIGHWAY TYPE	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)					
	0.4	1	2	5	8	10
Two-Lane	22	47	85	192	296	364
Three-Lane (Non-Interstate and Parkway)	54	121	226	532	833	1,032
Four-Lane Divided	67	149	281	666	1,044	1,294
Four-Lane Undivided	85	192	364	868	1,364	1,692
Interstate	68	152	286	678	1,063	1,318
Parkway	20	41	74	166	255	313



APPENDIX D  
CRITICAL CRASH RATE TABLES  
FOR HIGHWAY SECTIONS



TABLE D-1. CRITICAL CRASH RATES FOR RURAL ONE-LANE SECTIONS (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
100	2,210	1,528	1,102	763	607
200	1,528	1,102	829	607	502
300	1,255	928	716	540	457
400	1,102	829	650	502	430
500	1,001	763	607	476	412
700	873	679	551	442	389
1,000	763	607	502	412	369
1,500	664	540	457	385	350
2,000	607	502	430	369	339
2,500	568	476	412	358	331
3,000	540	457	399	350	325

TABLE D-2. CRITICAL CRASH RATES FOR RURAL TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
	0.5	1	2	5	10	20
100	2,072	1,419	1,014	694	547	448
300	1,160	850	649	485	406	353
500	918	694	547	424	365	324
1,000	694	547	448	365	324	296
1,500	601	485	406	339	307	284
2,000	547	448	382	324	296	277
3,000	485	406	353	307	284	268
4,000	448	382	336	296	277	263
5,000	424	365	324	289	272	259
7,000	393	343	309	280	265	255
8,000	382	336	304	277	263	253
9,000	373	330	300	274	261	252
10,000	365	324	296	272	259	251

TABLE D-3. CRITICAL CRASH RATES FOR RURAL THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	3	5
100	1,618	1,066	733	601	477
300	852	601	442	377	314
500	656	477	362	314	268
1,000	477	362	287	254	223
1,500	404	314	254	229	204
2,000	362	287	236	214	193
3,000	314	254	214	197	180
4,000	287	236	201	187	172
5,000	268	223	193	180	167
6,000	254	214	187	175	163
7,000	244	207	182	171	160
8,000	236	201	178	168	157
9,000	229	197	175	165	155
10,000	223	193	172	163	154

TABLE D-4. CRITICAL CRASH RATES FOR RURAL FOUR-LANE DIVIDED SECTIONS  
(NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
500	635	460	348	256	213
1,000	460	348	274	213	183
2,500	321	256	213	176	158
5,000	256	213	183	158	145
7,500	229	194	170	150	140
10,000	213	183	163	145	136
15,000	194	170	154	140	133
20,000	183	163	149	136	130
30,000	170	154	143	133	128
40,000	163	149	139	130	126
50,000	158	145	136	129	125

TABLE D-5. CRITICAL CRASH RATES FOR RURAL FOUR-LANE UNDIVIDED  
SECTIONS (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
500	952	722	571	445	384
1,000	722	571	470	384	342
2,500	534	445	384	332	306
5,000	445	384	342	306	288
7,500	407	358	324	295	280
10,000	384	342	313	288	275
20,000	342	313	293	275	267
30,000	324	301	284	270	263
40,000	313	293	279	267	260
50,000	306	288	275	264	259

TABLE D-6. CRITICAL CRASH RATES FOR RURAL INTERSTATE  
SECTIONS (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
	0.5	1	2	5	10	20
500	438	302	218	151	120	99
1,000	302	218	164	120	99	85
2,500	198	151	120	94	81	72
5,000	151	120	99	81	72	66
7,500	131	106	90	76	69	64
10,000	120	99	85	72	66	62
20,000	99	85	75	66	62	59
30,000	90	79	71	64	60	58
40,000	85	75	68	62	59	57
50,000	81	72	66	61	59	57

TABLE D-7. CRITICAL CRASH RATES FOR RURAL PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
	0.5	1	2	5	10	20
400	537	370	265	183	145	119
700	396	282	210	151	123	105
1,000	331	241	183	135	113	98
1,500	273	204	159	121	103	91
2,000	241	183	145	113	98	87
3,000	204	159	129	103	91	82
4,000	183	145	119	98	87	80
5,000	169	135	113	94	84	78
7,000	151	123	105	89	81	76
10,000	135	113	98	84	78	73
20,000	113	98	87	78	73	70
40,000	98	87	80	73	70	68

TABLE D-8. CRITICAL CRASH RATES FOR URBAN TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
500	991	755	600	470	407
1,000	755	600	496	407	364
2,500	562	470	407	353	326
5,000	470	407	364	326	307
7,500	430	380	345	314	299
10,000	407	364	334	307	294
15,000	380	345	320	299	289
20,000	364	334	313	294	285
30,000	345	320	303	289	281
40,000	334	313	298	285	279
50,000	326	307	294	283	277

TABLE D-9. CRITICAL CRASH RATES FOR URBAN THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
500	1,422	1,123	922	753	670
1,000	1,123	922	787	670	613
2,500	873	753	670	598	563
5,000	753	670	613	563	538
7,500	701	634	588	547	527
10,000	670	613	573	538	520
15,000	634	588	555	527	512
20,000	613	573	545	520	508
30,000	588	555	532	512	502
40,000	573	545	525	508	499
50,000	563	538	520	505	497

TABLE D-10. CRITICAL CRASH RATES FOR URBAN FOUR-LANE DIVIDED SECTIONS  
(NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
1,000	781	622	515	424	380
2,500	583	489	424	369	342
5,000	489	424	380	342	322
10,000	424	380	349	322	309
15,000	397	361	336	314	303
20,000	380	349	328	309	300
25,000	369	342	322	306	297
30,000	361	336	318	303	295
40,000	349	328	313	300	293
50,000	342	322	309	297	291
60,000	336	318	306	295	290

TABLE D-11. CRITICAL CRASH RATES FOR URBAN FOUR-LANE UNDIVIDED  
SECTIONS (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
1,000	1,068	874	743	630	575
2,500	826	710	630	561	526
5,000	710	630	575	526	502
10,000	630	575	536	502	485
15,000	595	550	519	491	478
20,000	575	536	509	485	473
25,000	561	526	502	481	470
30,000	550	519	497	478	468
40,000	536	509	490	473	465
50,000	526	502	485	470	463
60,000	519	497	482	468	461

TABLE D-12. CRITICAL CRASH RATES FOR URBAN INTERSTATE  
SECTIONS (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
1,000	410	306	238	182	155
5,000	222	182	155	132	120
10,000	182	155	136	120	113
20,000	155	136	124	113	107
30,000	143	128	118	109	105
40,000	136	124	115	107	103
50,000	132	120	113	106	102
60,000	128	118	111	105	101
70,000	126	116	110	104	101
80,000	124	115	109	103	100
90,000	122	114	108	103	100
100,000	120	113	107	102	100

TABLE D-13. CRITICAL CRASH RATES FOR URBAN PARKWAY  
SECTIONS (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
	0.5	1	2	5	10	20
500	622	449	339	249	206	177
1,000	449	339	266	206	177	157
2,500	312	249	206	170	152	140
5,000	249	206	177	152	140	131
7,500	222	188	164	144	134	127
10,000	206	177	157	140	131	125
15,000	188	164	148	134	127	122
20,000	177	157	143	131	125	121
30,000	164	148	137	127	122	119
40,000	157	143	134	125	121	118
90,000	141	132	126	120	118	116
50,000	152	140	131	124	120	117



APPENDIX E

CRITICAL CRASH RATE TABLES FOR "SPOTS"  
(SPOT IS DEFINED AS 0.3 MILE IN LENGTH)



TABLE E-1. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL ONE-LANE, TWO-LANE AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/MV)		
	BY HIGHWAY TYPE		
	ONE-LANE	TWO-LANE	THREE-LANE
100	8.93	8.44	6.78
500	3.76	3.48	2.56
1,000	2.78	2.55	1.80
2,500	1.99	1.80	1.21
5,000	1.62	1.45	0.94
7,500	1.46	1.30	0.83
10,000	1.37	1.22	0.76
15,000	1.26	1.12	0.69
20,000	1.20	1.06	0.64

TABLE E-2. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/MV)			
	BY HIGHWAY TYPE			
	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.49	3.61	1.79	1.91
1,000	1.75	2.65	1.20	1.30
2,500	1.17	1.89	0.75	0.83
5,000	0.91	1.53	0.56	0.62
10,000	0.73	1.29	0.43	0.48
15,000	0.66	1.18	0.38	0.42
20,000	0.62	1.12	0.34	0.39
30,000	0.57	1.05	0.31	0.35
40,000	0.54	1.01	0.29	0.33
50,000	0.52	0.98	0.27	0.31

TABLE E-3. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/MV)	
	BY HIGHWAY TYPE	
	TWO-LANE	THREE-LANE
500	3.73	5.20
1,000	2.76	3.98
2,500	1.97	2.98
5,000	1.60	2.50
7,500	1.45	2.30
10,000	1.35	2.18
15,000	1.25	2.04
20,000	1.18	1.95
30,000	1.11	1.86
40,000	1.06	1.80

TABLE E-4. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2002-2006)

AADT	CRITICAL CRASH RATE (C/MV)			
	BY HIGHWAY TYPE			
	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	2.84	3.80	1.56	1.70
5,000	1.66	2.37	0.79	0.87
10,000	1.41	2.05	0.63	0.70
15,000	1.30	1.92	0.56	0.63
20,000	1.23	1.84	0.52	0.59
30,000	1.16	1.74	0.47	0.54
40,000	1.11	1.68	0.45	0.51
50,000	1.08	1.65	0.43	0.49
60,000	1.06	1.62	0.41	0.48
70,000	1.04	1.60	0.40	0.46
80,000	1.03	1.58	0.40	0.46
90,000	1.02	1.56	0.39	0.45
100,000	1.01	1.55	0.38	0.44

APPENDIX F

TOTAL CRASH RATES FOR CITIES  
INCLUDED IN 2000 CENSUS



TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2002-2006)

CITY	POPULATION	ANNUAL		CITY	POPULATION	NUMBER OF	CRASHES
		NUMBER OF	CRASHES				
		CRASHES	POPULATION			CRASHES	POPULATION
Adairville	920	69	15	Calhoun	836	126	30
Albany	2,220	533	48	California	130	*	*
Alexandria	8,286	1,275	31	Calvert City	2,701	419	31
Allen	150	163	217	Camargo	923	81	18
Anchorage	2,264	129	11	Campbellsburg	705	120	34
Annville	470	*	*	Campbellsville	10,498	2,421	46
Arlington	395	41	21	Campton	424	254	120
Ashland	21,981	5,664	52	Caneyville	627	74	24
Auburn	1,444	140	19	Carlisle	1,917	331	35
Audubon Park	1,545	57	7	Carrollton	3,846	897	47
Augusta	1,204	91	15	Catlettsburg	1,960	717	73
Bancroft	536	1	0	Cave City	1,880	513	55
Barbourmeade	1,260	6	1	Centertown	416	29	14
Barbourville	3,589	771	43	Central City	5,893	853	29
Bardstown	10,374	3,072	59	Cherrywood Village	327	*	*
Bardwell	799	61	15	Clarkson	794	155	39
Barlow	715	44	12	Clay	1,179	65	11
Beattyville	1,193	214	36	Clay City	1,303	*	*
Beaver Dam	3,033	651	43	Clinton	1,415	*	*
Bedford	677	184	54	Cloverport	1,256	36	6
Beechwood Village	1,173	3	1	Coal Run	577	436	151
Bellefonte	837	94	23	Cold Spring	3,806	1,212	64
Bellevue	6,480	1,102	34	Coldstream	862	*	*
Bellewood	300	1	1	Columbia	4,014	1,072	53
Benham	599	28	9	Concord	28	7	50
Benton	4,197	1,030	49	Corbin	7,742	1,685	44
Berea	9,851	2,105	43	Corinth	181	145	160
Berry	310	10	7	Corydon	744	110	30
Blaine	245	5	4	Covington	43,370	10,139	47
Blandville	95	*	*	Crab Orchard	842	75	18
Bloomfield	855	126	30	Creekside	323	*	*
Blue Ridge Manor	623	*	*	Crescent Springs	3,931	914	47
Bonnieville	354	61	35	Crestview	471	7	3
Booneville	111	104	187	Crestview Hills	2,889	1,559	108
Bowling Green	49,296	16,004	65	Crestwood	1,999	649	65
Bradfordsville	304	22	15	Crittenden	2,401	427	36
Brandenburg	2,049	507	50	Crofton	838	90	22
Bremen	365	55	30	Cumberland	2,611	126	10
Briarwood	554	*	*	Cynthiana	6,258	1,251	40
Broadfields	250	*	*	Danville	15,477	3,524	46
Brodhead	1,193	68	11	Dawson Springs	2,980	225	15
Broeck Point	325	*	*	Dayton	5,966	299	10
Bromley	838	49	12	Dixon	632	141	45
Brooksville	589	102	35	Douglass Hills	5,549	*	*
Brownsville	921	196	43	Dover	316	29	18
Burgin	874	54	12	Drakesboro	627	107	34
Burkesville	1,756	109	12	Dry Ridge	1,995	942	94
Burnside	637	181	57	Earlington	1,649	192	23
Butler	613	71	23	Eddyville	2,350	265	23
Cadiz	2,373	585	49	Edgewood	9,400	1,046	22
Calhoun	836	126	30	Edmonton	1,586	329	42
California	130	*	*	Ekron	170	34	40

\* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2002-2006)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Elizabethtown	22,542	6,727	60	Harlan	2,081	989	95
Elkhorn City	1,060	176	33	Harrodsburg	8,014	1,572	39
Elkton	1,984	255	26	Hartford	2,571	349	27
Elsmere	8,139	620	15	Hawesville	971	189	39
Eminence	2,231	208	19	Hazard	4,806	2,090	87
Erlanger	16,676	3,729	45	Hazel	440	48	22
Eubank	358	48	27	Hebron Estates	930	*	*
Evarts	1,101	116	21	Henderson	27,373	6,839	50
Ewing	278	25	18	Hickman	2,560	111	9
Fairfield	72	9	25	Highland Heights	6,554	1,181	36
Fairview	156	17	22	Hills And Dales	154	*	*
Falmouth	2,058	348	34	Hillview	6,119	*	*
Ferguson	881	33	8	Hindman	787	340	86
Fincastle	838	*	*	Hiseville	224	23	21
Flatwoods	7,605	654	17	Hodgenville	2,874	509	35
Fleming-neon	759	*	*	Hollow Creek	991	*	*
Flemingsburg	3,010	430	29	Hopkinsville	30,089	6,157	41
Florence	23,551	9,729	83	Horse Cave	2,252	249	22
Fordsville	531	78	29	Houston Acres	491	*	*
Forest Hills	494	*	*	Hunters Hollow	286	*	*
Fort Mitchell	8,089	1,343	33	Hurstbourne	4,420	*	*
Fort Thomas	16,495	1,278	16	Hustonville	347	62	36
Fort Wright	5,681	2,513	89	Hyden	204	211	207
Foster	65	*	*	Independence	14,982	2,277	30
Fountain Run	236	7	6	Indian Hills	2,882	254	18
Fox Chase	528	*	*	Indian Hills Ch. Sec.	1,005	*	*
Frankfort	27,741	6,071	44	Inez	466	123	53
Franklin	7,996	1,282	32	Irvine	2,843	428	30
Fredonia	420	60	29	Irvington	1,257	94	15
Frenchburg	551	160	58	Island	435	64	29
Fulton	2,775	416	30	Jackson	2,490	900	72
Gamaliel	439	15	7	Jamestown	1,624	171	21
Georgetown	18,080	3,562	39	Jeffersontown	26,633	4,517	34
Germantown	190	38	40	Jeffersonville	1,804	311	35
Ghent	371	73	39	Jenkins	2,401	*	*
Glasgow	13,019	3,593	55	Junction City	2,184	150	14
Glencoe	251	41	33	Keeneland	383	*	*
Glenview	653	*	*	Kevil	574	71	25
Glenview Hills	353	*	*	Kingsley	428	*	*
Grand Rivers	343	48	28	Kuttawa	596	120	40
Gratz	89	13	29	La Grange	5,676	1,209	43
Grayson	3,877	865	45	Lacenter	1,038	*	*
Green Spring	768	*	*	Lafayette	193	2	2
Greensburg	2,396	377	32	Lakeside Park	2,869	260	18
Greenup	1,198	105	18	Lakeview Heights	252	*	*
Greenville	4,398	823	37	Lancaster	3,734	633	34
Guthrie	1,469	111	15	Langdon Place	874	*	*
Hanson	625	88	28	Latonia Lakes	325	28	17
Hardin	564	98	35	Lawrenceburg	9,014	1,044	23
Hardinsburg	2,345	268	23	Lebanon	5,718	1,256	44
Harlan	2,081	989	95	Lebanon Junction	1,801	236	26
Harrodsburg	8,014	1,572	39	Leitchfield	6,139	1,528	50

\* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2002-2006)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Lewisburg	903	64	14	Muldraugh	1,298	260	40
Lewisport	1,639	77	9	Munfordville	1,563	401	51
Lexington	260,512	63,931	49	Murray	14,950	3,655	49
Liberty	1,850	387	42	Murray Hill	619	*	*
Livermore	1,482	132	18	Nebo	220	44	40
Livingston	228	14	12	New Castle	919	102	22
London	5,692	3,370	118	New Haven	849	94	22
Lone Oak	454	792	349	Newport	17,048	4,816	57
Loretto	623	84	27	Nicholasville	19,680	4,173	42
Louisa	2,018	442	44	Norbourne Estates	461	*	*
Louisville	256,231	108,700	85	North Middleton	562	*	*
Loyall	766	51	13	Northfield	970	20	4
Ludlow	4,409	454	21	Nortonville	1,264	128	20
Lynch	900	27	6	Norwood	372	*	*
Lyndon	9,369	85	2	Oak Grove	7,064	1,359	39
Lynnview	965	22	5	Oakland	260	13	10
Mackville	206	10	10	Old Brownboro Place	348	*	*
Madisonville	19,307	4,396	46	Olive Hill	1,813	281	31
Manchester	1,738	768	88	Orcharh Grass Hills	1,058	*	*
Manor Creek	179	*	*	Owensboro	54,067	12,281	45
Marion	3,196	422	26	Owenton	1,387	236	34
Martin	633	185	59	Owingsville	1,488	320	43
Maryhill Estates	177	*	*	Paducah	26,307	8,876	68
Mayfield	10,349	1,989	38	Paintsville	4,132	1,209	59
Maysville	8,993	2,307	51	Paris	9,183	1,726	38
Mchenry	417	35	17	Park City	517	86	33
Mckee	878	170	39	Park Hills	2,977	156	11
Mcroberts	921	35	8	Park Lake	263	*	*
Meadowbrook Farm	163	*	*	Pembroke	797	34	9
Meadowvale	765	*	*	Perryville	763	45	12
Meadowview Estates	422	*	*	Pewee Valley	1,436	219	31
Melbourne	457	28	12	Phelps	1,053	300	57
Mentor	181	9	10	Pikeville	6,295	2,681	85
Middlesboro	10,384	1,813	35	Pineville	2,093	477	46
Middletown	5,744	6	0	Pioneer Village	1,130	*	*
Midway	1,620	149	18	Pippa Passes	297	79	53
Millersburg	842	71	17	Plantation	902	136	30
Milton	525	202	77	Pleasureville	869	36	8
Minor Lane Heights	1,435	24	3	Plymouth Village	201	*	*
Monterey	167	18	22	Poplar Hills	377	*	*
Monticello	5,981	1,069	36	Powderly	846	121	29
Moorland	464	*	*	Prestonsburg	3,612	1,430	79
Morehead	5,914	2,035	69	Prestonville	164	35	43
Morganfield	3,494	625	36	Princeton	6,536	849	26
Morgantown	2,544	419	33	Prospect	2,788	*	*
Mortons Gap	952	106	22	Providence	3,611	245	14
Mount Olivet	289	15	10	Raceland	2,355	198	17
Mount Sterling	5,876	1,892	64	Radcliff	21,961	3,002	27
Mount Vernon	2,592	706	55	Ravenna	693	50	14
Mount Washington	8,485	990	23	Raywick	157	*	*
Muldraugh	1,298	260	40	Richlawn	435	*	*
Munfordville	1,563	401	51	Richmond	27,152	6,661	49

\* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2002-2006)(continued)

CITY	POPULATION	ANNUAL CRASHES PER 1000 POPULATION		CITY	POPULATION	ANNUAL CRASHES PER 1000 POPULATION	
		NUMBER OF CRASHES	PER 1000 POPULATION			NUMBER OF CRASHES	PER 1000 POPULATION
River Bluff	452	*	*	Ten Broeck	128	*	*
Rochester	186	2	2	Thornhill	146	*	*
Rockport	334	14	8	Tompkinsville	2,660	390	29
Rolling Hills	907	1	0	Trenton	419	20	10
Russell	3,645	732	40	Union	2,893	558	39
Russell Springs	2,399	446	37	Uniontown	1,064	99	19
Russellville	7,149	1,492	42	Upton	391	60	31
Ryland Heights	279	*	*	Vanceburg	1,731	246	28
Sacramento	517	65	25	Versailles	7,511	1,909	51
Sadieville	263	22	17	Vicco	318	95	60
Saint Charles	309	*	*	Villa Hills	7,948	374	9
Saint Matthews	15,852	*	*	Vine Grove	4,169	342	16
Saint Regis Park	1,520	*	*	Wallins Creek	257	*	*
Salem	769	47	12	Walton	2,450	690	56
Salt Lick	342	41	24	Warfield	284	53	37
Salyersville	1,604	355	44	Warsaw	1,811	176	19
Sanders	246	21	17	Water Valley	316	18	11
Sandy Hook	678	141	42	Waterson Park	1,542	*	*
Sardis	149	24	32	Waverly	297	49	33
Science Hill	634	95	30	Wayland	298	42	28
Scottsville	4,327	693	32	Wellington	561	*	*
Sebree	1,558	151	19	West Liberty	3,277	381	23
Seneca Gardens	699	*	*	West Point	1,100	215	39
Sharpsburg	295	48	33	Westwood	4,888	*	*
Shelbyville	10,085	2,788	55	Westwood	612	*	*
Shepherdsville	8,334	2,737	66	Wheatcroft	173	15	17
Shively	15,157	4,209	56	Wheelwright	1,042	38	7
Silver Grove	1,215	176	29	Whipps Millgate	415	*	*
Simpsonville	1,281	182	28	White Plains	800	39	10
Slaughters	238	21	18	Whitesburg	1,600	384	48
Smithfield	102	21	41	Whitesville	632	67	21
Smithland	401	109	54	Whitley City	1,111	316	57
Smiths Grove	784	136	35	Wickliffe	794	128	32
Somerset	11,352	4,586	81	Wilder	2,624	878	67
Sonora	350	98	56	Wildwood	247	*	*
South Carrollton	184	71	77	Williamsburg	5,143	951	37
South Shore	1,226	*	*	Williamstown	3,227	692	43
Southgate	3,472	538	31	Willisburg	304	25	16
Sparta	230	48	42	Wilmore	5,905	232	8
Spring Mill	342	*	*	Winchester	16,724	3,952	47
Spring Valley	400	*	*	Winding Falls	657	*	*
Springfield	2,634	540	41	Wingo	581	52	18
Stamping Ground	566	42	15	Woodburg	117	*	*
Stanford	3,430	638	37	Woodburn	323	28	17
Stanton	3,029	509	34	Woodland Hills	657	*	*
Strathmoor Village	625	*	*	Woodlawn Park	1,033	1	0
Sturgis	2,030	192	19	Worthington	1,673	39	5
Sycamore	70	*	*	Worthington Hills	973	*	*
Taylor Mill	6,913	1,446	42	Worthville	215	15	14
Taylorsville	1,009	292	58	Wurtland	1,049	136	26
Ten Broeck	128	*	*				
Thornhill	146	*	*				

\* Data Not Available

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